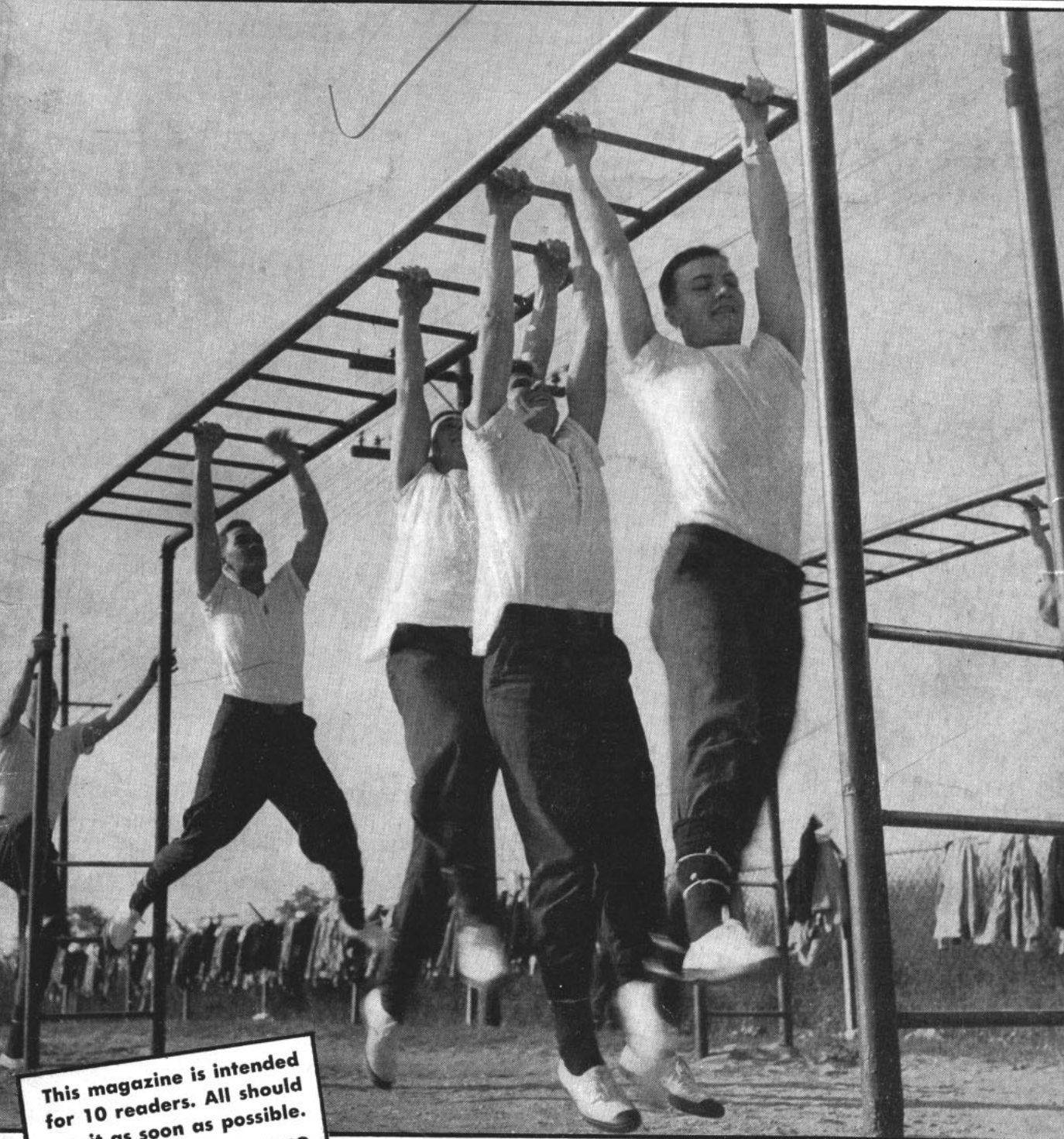


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should  
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NAVPERS-O

JANUARY 1951





## PERSIAN PURCHASE

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1951

Navpers-0

NUMBER 407

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The Chief of Naval Personnel

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• FRONT COVER: Recruits off to a flying start on the horizontal ladder are sure to develop unused muscles during their 10-week training period at Great Lakes NTS.—Photo by Ralph F. Seghers, PH2, USN.

• AT LEFT: Navymen on the staff of Commander Middle East Force appraise souvenirs for sale in a Bahrein Island bazaar during a visit of the Middle East Force flagship to the Persian Gulf port.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



## Testing the Ships of Tomorrow

**W**HEN *uss Midway* (CVB 41) slid easily down the ways and into the water for the first time at Newport News, Va., in September 1945—the first in a new class of giant aircraft carriers—many questions about the ship remained unanswered.

That's the way it always is with a new ship. One of these questions about *Midway* was this: How would the first of the world's largest carriers take rough weather? Would she take green water over her bow in even moderately nasty weather?

This question was a very important one in the minds of the ship's designers. In order to fit *Midway* with a steel flight deck that would enable her to land larger planes than had ever been landed on a carrier before, it was necessary to construct the flight deck relatively closer to the level of the water than the flight decks of other carriers.

*Midway*, like all warships, was a compromise of many factors: speed, firepower, armor, maneuverability,

comfort, among others. In her case, the designers had sacrificed some freeboard for the heavier flight deck and greater stability.

But as every sailor well knows, with less freeboard there was more chance to ship green water in a rough sea. To date, actual operations in rough water have not provided *Midway's* skipper with the full answer to the question of the green water. But the Navy is confident that the big carrier will not ship too much. Why so confident? Simply because the Navy has in its pocket a fully documented prediction to that effect from the David W. Taylor Model Basin, the Navy's experimental ship design testing center.

The Taylor Model Basin, an important but little-known Navy activity directed by the Bureau of Ships, is a collection of the finest equipment in the world for diagnosing how a ship will act and what it will do before the ship itself is little more than a gleam in some designer's eye.

If this prediction about *Midway* is as close to actual fact as other Model Basin predictions, the Navy has no cause for worry. In the ten years of its existence, the Model Basin has come up with some remarkable predictions.

It was able, for instance, to foretell from experiments with model carriers of the *Essex* class that these ships could be maneuvered to squeeze through the Panama Canal safely in spite of the capricious behavior to which all ships are subject when passing through restricted channels.

When the 680-foot battleship *Alabama* (BB 60) was launched in the cramped waters of Norfolk harbor, Model Basin engineers were able to prescribe correctly the number and type of braking devices such as anchors and chains necessary to restrain the ship from going aground on the mud flats opposite the launching site.

When the Navy needed an esti-



mate of the amount of damage which would be done to its ships by the atomic bomb explosions at Bikini, it called on the Model Basin. For this job, Basin engineers built an entire fleet of miniature ships from thin brass sheet metal to represent the target fleet.

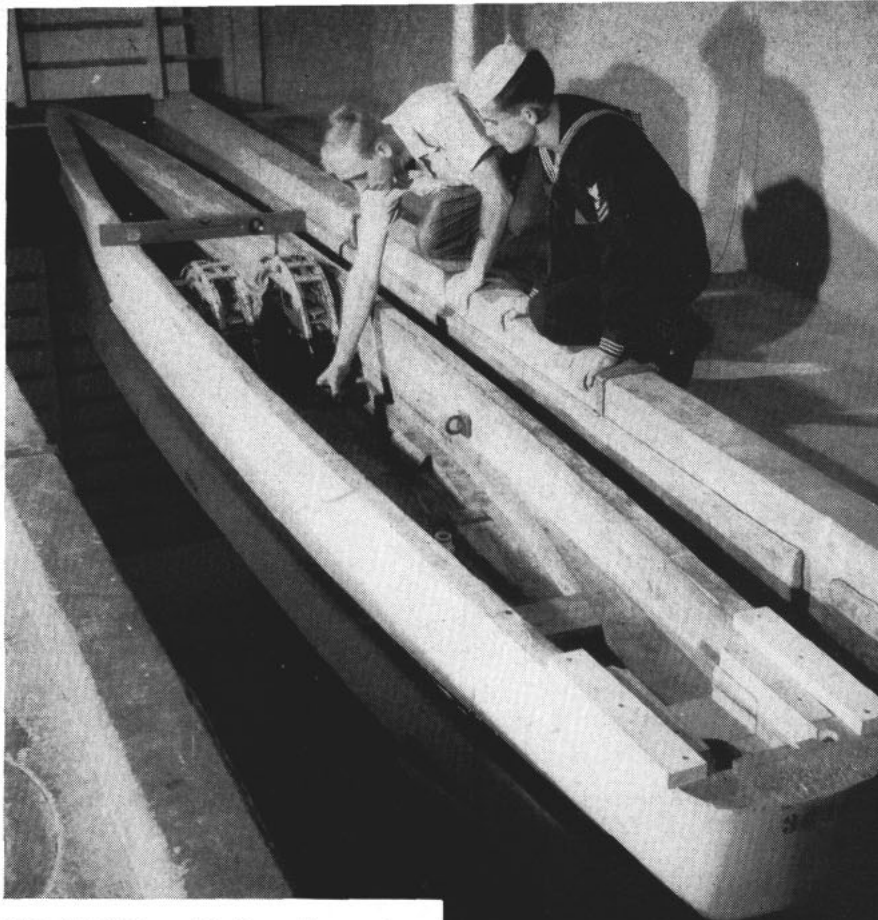
The tiny ships were set afloat on a specially prepared test pond and a charge of TNT, molded in such a fashion that it would throw up a wall of water similar to that produced by the real bomb (but only one-ten millionth as powerful), was exploded at the desired depth. The results of this test came within six per cent of the actual damage later done to the Bikini ships.

Predictions such as these are not lucky; they are the result of years of experience, clear thinking and plenty of hard work. If such predictions seem to be the next thing to magic, it is because the science of ship model testing has made such tremendous strides.

Headquarters of the Navy's model testing program—for that matter one of the focal points of basin work in the world—is the Taylor Model Basin. The Basin was named for Rear Admiral David W. Taylor, CC, USN (1864-1940), a brilliant naval architect who was one of the first to see the potentialities of using miniature models to predict the true characteristics of an actual full-size ship.

The ship experiment center is snuggled in an out-of-the-way spot in the Potomac River valley, 12 miles from downtown Washington, D. C., at Carderock, Md. In its spotless white buildings are the following facilities: the main model basin itself—looking like a huge canal with a roof—fully a half-mile in length and capable of holding 23,000,000 gallons of clear, fresh water; four smaller test basins; two water tunnels; one circulating water channel; and a transparent water tank; not to mention four wind tunnels, an open air test pond, two explosion pits and several machines for testing structural models.

In the huge, dark cavern that encloses the water basins, a scaled-down model of a ship—a model that faithfully follows every twist and curve of the proposed hull—can be floated out, delicately attached to a carriage that rolls along perfectly aligned tracks set in the concrete sides of the basin, and put through a



**BALLASTING** model for self-propulsion test, a technician adds weights to submerge hull to load waterline.

series of intricate and exacting tests which will disclose to trained engineers many characteristics of the ship-to-be.

Tests can predict all these things: speed, turning circle, rate of turn, critical angle before capsizing, amount of yaw in a heavy sea, effect of high winds, effect of rough waves, even how the ship will launch. All these things and more can be foretold before the ship itself is out of the blueprint stage.

Recently, for example, the Model Basin received a rush order to alter for a particular job a vessel which would turn around in a very tight circle. The only question was how to alter it.

Several ideas were proposed: attach a bow rudder, put twin rudders on the after end, change the screw arrangement.

Model Basin men turned to on the problem. A model of the craft was constructed. Experiments with the model quickly confirmed the engineers' guess that a large bow rudder would do the trick. Further tests re-

sulted in a prediction of the minimum turning circle needed by such a craft.

As a result of this double-quick research job (it was completed in less than two weeks), a rudder of the type recommended was manufactured and placed on the ship. No major alterations were necessary and the Navy got what it wanted—a ship that could turn on a dime.

The vast majority of ship design problems that the Model Basin is called upon to solve, however, are not answered in a few short days or in such dramatic fashion. Most answers come only after hard work based on years of accumulated experience in shipbuilding and model testing; (the Navy first began testing models about 1900) and after the expenditure of plenty of brain power on the part of Basin engineers, physicists and technicians.

When the Navy decides to build a new class of ship like the *Midway* class, the proposed ship first takes shape on a drawing board in the Bureau of Ships. Here, skilled en-



SAWDUST and paint smells mingle in workshop where experienced craftsmen create ships of tomorrow. Sides must be smoothed to a hundredth of an inch.

gineers and draftsmen rough out the basic design, an overall pattern which reflects the characteristics the Navy desires in the new class. This is the "preliminary design."

The job of the Model Basin is to take this preliminary design, build a model of the ship from the blueprint and prove that the ship will behave as expected — or recommend improvements that will make it better.

When a particular job problem comes to the Carderock Basin, it is first talked over in conference. The commanding officer of the basin calls in his experts and lays the problem before them to be studied and discussed. Next, a general test program is mapped out and a series of tests arranged to provide the required answers.

Let's follow the midget *Midway* through the Model Basin. The model comes to life in a long, sunlit workroom strong with the smell of sawdust and paint. Setting to work with two-inch slabs of pine, workmen rough-shape the slabs and carry them to a giant press where they are laid one upon another like an over-size multi-decker sandwich. Each layer is given a hot coating of waterproof casein glue and pinned to the layer beneath it with wooden dowels.

When the resulting "block" is built up, the press bears down with more than a million pounds pressure to cement the whole firmly.

After 16 hours the 20-foot block is

removed from the press and placed upside down on a "profiling machine," whose high-speed cutters trim it to the approximate form of the model. Careful craftsmen then do the final shaping with planes and sandpaper, smoothing the model's lines to a hundredth of an inch.

Finished and painted battleship gray, the model has its center hollowed out to accommodate instruments, an electric motor and propeller shafts which will be installed for the later power tests. Completed, it is a thing of beauty, a perfect replica of the hull of a ship of the future, the dream of a small boy.

On completion, the pint-sized *Midway* is floated to the deep water testing basin and hitched underneath the testing carriage. This carriage is an odd-looking contraption. It looks like a small bridge placed athwart the basin and set on wheels. It is a maze of pipes, electric panels and lighted dials, each of which has a particular job to do in recording the behavior of the model on its trip down the basin.

You can climb aboard this bridge-like carriage for the test run. The basin water is mirror-still. Not a speck of dust mars the surface. The tunnel ahead looks like the dark interior of the Holland Tunnel, only with water. The light is artificial; there are no skylights or windows. (Artificial lights prevent the growth of underwater algae.)

The 85,000 - pound carriage,

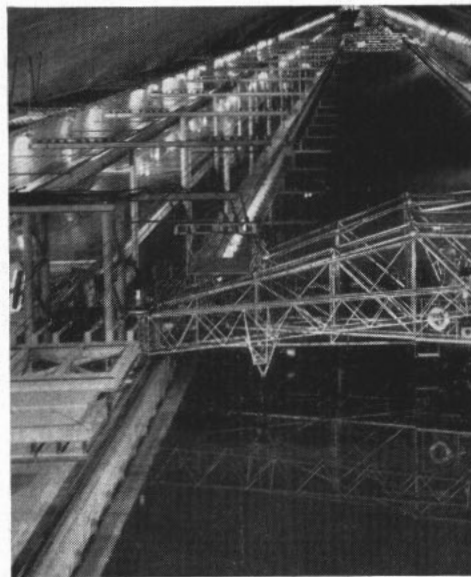
which draws its power from overhead power lines, starts up with the smoothness of a new locomotive and zips down the basin at a steady 15-knot clip. Under the carriage you can see the model *Midway*, knifing through the water.

Cameras and special instruments called dynamometers, each with its panel and dial, record the performance. On the hull itself, bits of chemical solution exude from tiny holes on the hull surface and streak sternward, marking "flow lines" or "stream lines" as they go. These flow lines will be used to place the "hull appendages," such things as bilge keels, skegs and rudder assembly.

The above test is termed the "resistance test." Next, comes the "power test." In this one, the model propels itself through the water under its own power, its model engine and screws pushing it along the basin. Machining the tiny propellers to the proper smoothness and shape is an art in itself. In the *Midway* tests, a total of seven propellers were tested, some three-bladed, some four-bladed and others five-bladed.

From these test runs, engineers can calculate exactly how much horsepower will be required to push the actual *Midway* through the water at the required flank speed. The experts can also determine what propeller arrangement is best designed to propel the ship with the greatest efficiency and least vibration.

Following the resistance and



HOLLAND TUNNEL? No, just the model ground rolls length of basin, carrying in-



power tests, other tests may also be run, tests which will tell the BuShips designers even more about their brainchildren and how they will operate.

One of the additional tests run on *Midway* was the turning test. This is an interesting one to watch. It requires an elaborate set-up and is done, strangely enough, in almost complete darkness.

For the test, the model gets a rudder to go with its engine and props. The rudder is remotely controlled by radio signals. Two small, blinking lights are fitted fore and aft on the model.

In the darkness, the model propels itself down the straightaway basin and into a J-shaped turn. When it reaches the turn at the desired speed, the radio operator kicks the rudder over to a certain angle and the model commences to swing.

As it turns, a motion picture camera mounted above the moving model records the blinks of light. These light flashes, recorded on film, describe the turning circle of the model and tell the experts the prospective ship's turning circle, transfer, advance and time to turn.

Other tests are almost as ingenious. In the artificial wave test, the model is pounded with man-made waves to determine its seaworthiness. In the circulating water channel test, the model is held stationary while gallons of water flow past it at speeds up to 10 knots and eagle-



**EXPLOSION** rends the still surface of the testing pond. Here Bikini target ships were tested to determine how they would withstand shock of an atomic burst.

eyed cameras record its every movement.

In the wind tunnel test, ships such as carriers are placed in a wind tunnel where the wind characteristics across the flight deck can be determined. Other tests include the rudder torque test, wake survey and freeboard test.

Results from all these tests are sent back to the design section of BuShips where they are used to alter the original design of the ship if necessary. In the case of *Midway*, the final hull shape was a result of the work of both BuShips and the Model Basin. The final bow form was basically BuShip's design; the stern design grew out of Model Basin experiments.

Incidentally, a Model Basin record was set with the testing of the *Midway* models. It took only 11 days from the time the President authorized the construction of the *Midway* class to the completion of the model tests necessary to provide all the data needed by BuShips.

How does the Model Basin know that its predictions are turning out right? Simple, it checks them by going aboard the ship when it is built, and compares notes.

Engineers can check most of their predictions; tactical characteristics, speed, propulsion efficiency, effect of wind and current, effect of rough and shallow water, amount of vibration, and others. In this way they can confirm their answers or make

minor corrections for the next time.

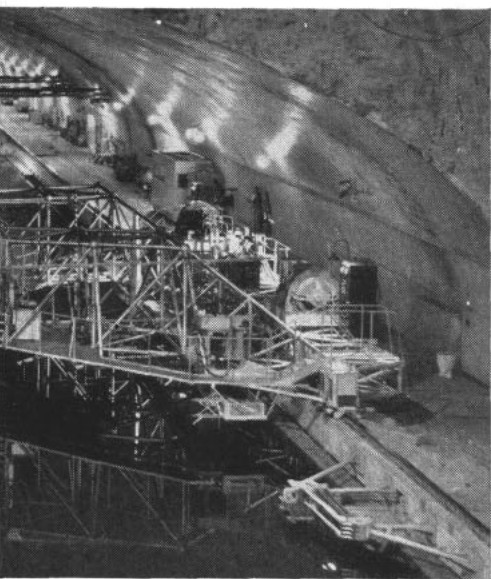
A visitor to the Model Basin today can watch the Navy of the future flashing before his eyes. As might be expected, however, a great deal of the work being done on ships of the future is being kept quiet.

It is possible to say, though, that much experimental work is being done on submarines of various types. Model Basin engineers and BuShips designers are especially proud of the work they have done to determine just how strong a submarine hull must be to withstand the pressures under the ocean.

In the old days, submarine builders had only a rough idea how much steel to put into a sub's hull to prevent it from collapsing like an egg-shell when subjected to deep-water pressure. Playing it safe, they made hulls stronger than necessary.

Experiments at the Model Basin have greatly reduced this so-called "factor of ignorance." As a result, submarine hulls can now be constructed lighter, yet strong enough to withstand any pressure they are intended to meet. Weight that is thus saved can go into increased armament and speed.

Another series of tests performed at the Model Basin has resulted in a new tripod mast of aluminum for destroyers. Several of the new masts have now been placed on fleet destroyers. The new-type mast is lighter and can carry a greater load



basin. The elaborate carriage in the foregrounds that measure forces on models.



**ELECTRONIC** devices are used to produce exact measurements. Scientist checks out one of many such devices.

than the old, hollow-steel mast. It also has better vibration characteristics.

One of the beauties of the Model Basin technique of developing ship shapes is that it is many times cheaper and more feasible to experiment with a model than with the real McCoy. A scientist's brainstorm can be taken, translated into a model and evaluated. If the idea proves sound, a full-scale ship can be built or the idea may simply be labeled "Excellent" and put on a shelf for future reference. With a full-scale

ship, this would be impossible or too expensive.

To keep one jump ahead of a possible enemy, our weapons must be continually modified and improved. For new ideas on the sea and under the sea, the Taylor Model Basin is a prime testing ground.

Model Basin men will go far to prove a point. Once, a man even went to the bottom of the sea. It was in shallow water off Key West. A Model Basin engineer, self-consciously wearing a diver's suit, was lowered to the bottom so he could watch and take pictures of a PT boat's bottom.

The idea was to get pictures of the flow of water over the boat's underside. To do it, a camera was strung on cables stretching between two launches on the surface and low enough in the water so the PT boat could pass over it.

The camera had a lanyard on it, and the lanyard was pulled by the engineer who took his place on the ocean floor where he could watch the PT zoom back and forth over his head. Each time it zoomed, he clicked the shutter.

Although the experiment wasn't a complete success, it proves that Model Basin men will go just about anywhere in search of the right answer. Incidentally, this man, after his short tour of duty on the ocean bottom, was only too glad to get back to his models—it was drier.

But dry or not, the Model Basin proved its worth many times over



**BOW WAVE** thrown up by model at high speed is observed by engineer riding the rails beneath the carriage.

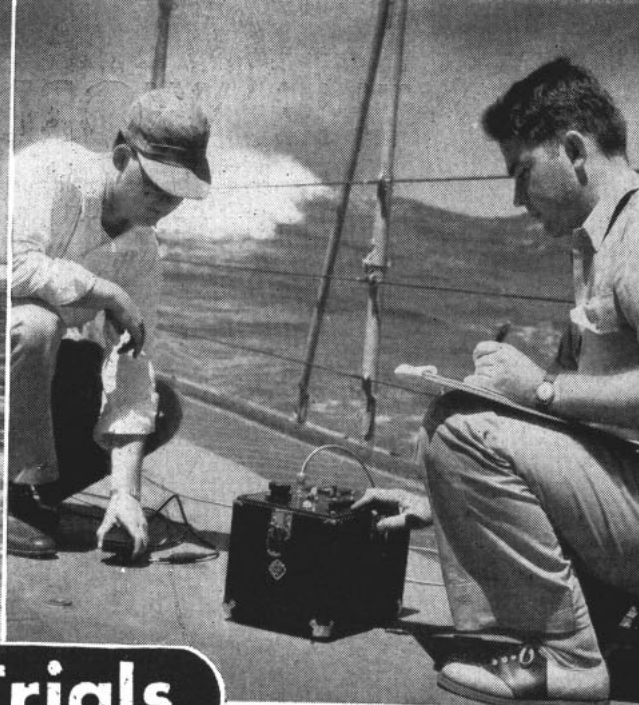
in World War II alone. In its basins were tested scores of ship types which later were developed into full-scale, potent fighting ships of the Fleet.

Today, with World War II behind it, Model Basin engineers and designers are eyeing the future. With every day's work they are fulfilling their mission—to ensure that for any future emergency, the U. S. has warships which can go farther, move faster, operate deeper and which pack a greater wallop than the ships of any other nation.



**PROFILING** a hull, workman takes off the rough edges. Right: Technician holds model of ship used in Bikini tests.





## Hunter-Killer Trials

**F**ORMERLY a DD with a war record, *uss Philip* has been taken out of mothballs, converted to a hunter-killer DDE and placed back on active duty once more.

Before she was ready again for action, however, the usual strenuous sea trials were necessary. Engineers climbed about the ship probing and testing each piece of equipment. Climax of the test scheduled was the "crash-back" test—engines thrown full astern from flank ahead.



STIFF TRIALS are given *USS Philip* (DDE 498). (Clockwise from upper left)—Testing the smoke generators. Pair of engineers run vibration studies. On watch at the auxiliary condenser pumps. Men observe the rough "crash-back" test. Electrician checks distribution panel.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ENLISTMENTS**—The Navy is obtaining all of its enlisted personnel through voluntary enlistments. None is being obtained through Selective Service.

The Navy pointed out this fact after receiving numerous requests from civilians who were of the incorrect opinion that after they were drafted they would be given the opportunity to join the service of their choice.

• **PUBLIC DISCUSSION** — The Navy's policy regarding public discussion of other branches of the U. S. military forces has been outlined and reemphasized.

Alnav 126-50 (NDB, 15 Nov 1950), reads substantially as follows:

Members of the naval service are frequently called upon to discuss their own branch of the service in public utterances and in writings intended for publication. Their remarks may extend to the subject of the other branches of the armed services. The Secretary of the Navy

desires that in such instances no member of the naval service utter any comment reflecting adversely upon, or belittling the role of, any other branch of the service. In general, he desires that discussion in public of matters which might be controversial between the services be avoided. Appreciation and understanding of the importance of the role of each of the several services will best promote teamwork.

Obviously, it is impracticable to define "controversial matters" specifically in this connection. Circumstances and good judgment will generally dictate what utterances might be objectionable. In case of doubt, proposed comments may be submitted to the Secretary of the Navy (Chief of Information) for prior clearance.

Prospective speakers and writers should also refer to Alnav 40-49, (NDB, Cum Ed, January-June 1949), which is still effective, and especially to the following paragraph:

"Both military and civilian person-

nel are enjoined expressly against unofficial disclosure of information, classified or unclassified, which may be interpreted as so-called 'leaks,' designed to inspire publicity on interservice policy questions. It is emphasized that it long has been and continues to be the official policy of the Navy Department not to give public expression to comparisons of military performances which may be prejudicial to the national security." Further, the new directive points out, the Navy cannot support policies of organizations, which are not in consonance with the policies outlined in Alnav 40-49 and 126-50.

• **BAQ AND ABSENCE**—Any basic allowance for quarters to which an enlisted person with dependents is otherwise entitled will no longer be forfeited during unauthorized absence up to two months in addition to the month in which such absence begins. BAQ allotments to dependents will continue during such period. Any overpayment which results through continuation of BAQ payments when other pay is forfeited will be liquidated when the person is restored to pay status after return to naval jurisdiction.

This information is supplied by Alnav 123-50 (NDB, 15 Nov 1950). The directive states that the above provisions are applicable as of 1 Nov 1950. It gives instructions regarding cases where unauthorized

## New Dog-Tag Device Tells You How Much Radiation You Have Absorbed

A "dog-tag" dosimeter, the latest and the best in a line of devices which first gained prominence at the Bikini tests of 1946, has been developed.

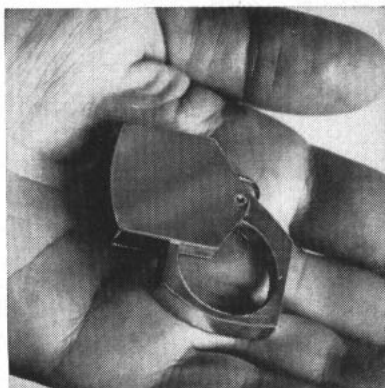
A dosimeter, as any sailor who climbed aboard one of the radioactive target ships knows, is a small device which determines the radiation a man has absorbed.

The new one—successfully developed but not yet issued to the Fleet—is a marked improvement over two older types: the film badge and the ion-chamber pocket-type.

This clever gadget gets its name from the fact that it is worn around the neck in the same fashion as the World War II dog-tag. Briefly, it has several advantages:

• It should last for the lifetime of the individual.

- It adds up a person's cumulative dose.
- It is easy to wear.
- It gives an accurate reading.



**LATEST** wrinkle in radiac instruments is this locket-size dosimeter, which keeps you from getting too 'hot.'

- It is cheap to manufacture.

When radioactive rays hit the dosimeter, they are absorbed by a special phosphor or crystal which was developed for this purpose in the Navy's top crystal lab (ALL HANDS, April 1950, pp. 14-15).

Making use of this principle the dosimeter is inserted in an "auxiliary reader" like a coin into a slot machine and bathed in "blacklight" (near-ultraviolet). The glass glows a bright orange. The intensity of the orange light indicates how much radiation has been absorbed by the glass and therefore also by the body of the wearer.

Navy radiac authorities are enthusiastic about the new dosimeter and say that it will eliminate many of the disadvantages of the old ones. Plans for shipboard issue will be announced later.



## Directive Covers Admission Of Alien Wives, Children

Naval personnel who have married aliens while on foreign duty or who are contemplating an international marriage will be interested in BuPers Circ. Ltr. 174-50 (NDB, 15 Nov 1950). It quotes extensively Public Law 717, 81st Congress, and especially the portion regarding admission to the U.S. of certain alien spouses and unmarried children.

absence began on or before 1 Nov 1950, and considerable other administrative information.

BAQ will be forfeited from effective date of general courtmartial sentence involving total loss of pay and allowances. Details concerning time of stopping such allotments are given in the Alnav.

• **CORPSMEN COURSE**—A new basic course for prospective hospital corpsmen is now being conducted at the Hospital Corps School, Naval Hospital, Portsmouth, Va. This brings to three the number of Navy schools in which such Class A training is offered.

Subjects making up the school's curriculum are anatomy and physiology, first aid and minor surgery, nursing and dietetics, hygiene and sanitation, and materia medica—study of drugs. The course is eight weeks long.

Graduates will be certified as hospital corpsmen and will be distributed to the Navy's hospitals for duty and additional instruction. The other two schools where non-rated men are offered the fundamentals of medical knowledge are located at Great Lakes, Ill., and San Diego, Calif.

• **EXAMS CANCELLED** — All written professional examinations for promotion of officers are cancelled until further notice. Officers concerned will be examined on their records unless they object to this type of examination.

In cases where a naval examining board finds an officer's record inconclusive, the board may take such action with regard to further examination as circumstances in the in-

dividual case may warrant. This may include arranging for a personal appearance of the officer before the board, but is not restricted to that action.

This information is given in Alnav 127-50 (NDB, 15 Nov 1950). Officers scheduled for reexamination or delayed examination at the time the directive was issued must complete them as previously scheduled.

• **WATCH WATCHES**—If you're thinking of buying a waterproof watch one of these days, you'll be a smart sailor to proceed with caution. A sharp upswing in the demand for such timepieces has resulted in some very inferior products being offered for sale in certain instances.

The best place to buy a waterproof watch is your nearest Navy exchange. Prototypes of all those on sale there have passed tests and inspections by competent watchmakers at the Navy Ship's Service Office, Brooklyn, N. Y.

Among inferior features found in some waterproof-type watches recently offered by manufacturers are cases of cast iron or zinc, cheap hair springs which are likely to become magnetized, and sub-standard wrist straps. There is an old legal term consisting of two Latin words—*caveat emptor*. That means "let the buyer beware." It is especially appropriate if you're planning to buy a watch you'd want to wear on a rainy night in the crow's nest.

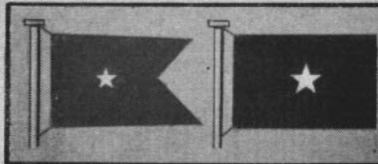
• **METAL PENDANT**—Applications for a metal pendant may now be submitted by holders of the Commendation Ribbon issued with an individual letter of commendation since 6 Dec 1941.

Applications for this pendant may be submitted to the Commandant of the Marine Corps (DL) or the Chief of Naval Personnel (Pers-B4), as appropriate. Full name and service number or serial number should be included in applications. SecNav authorized the Commendation Metal Pendant by Alnav 39-50. Applications for the pendant were invited by a joint BuPers-MarCorps letter of 9 Nov 1950 (NDB, 15 Nov 1950).

Not more than one metal pendant may be issued to any one person. Each second or succeeding award will be represented by a three-sixteenth inch bronze star worn on the suspension ribbon.

## QUIZ AWEIGH

You won't win nine pounds of best-brand bologna or a seven-day stay at Sun Valley even if you guess all the right answers to this quiz but you'll have the satisfaction of proving to yourself how much you really know about your Navy.



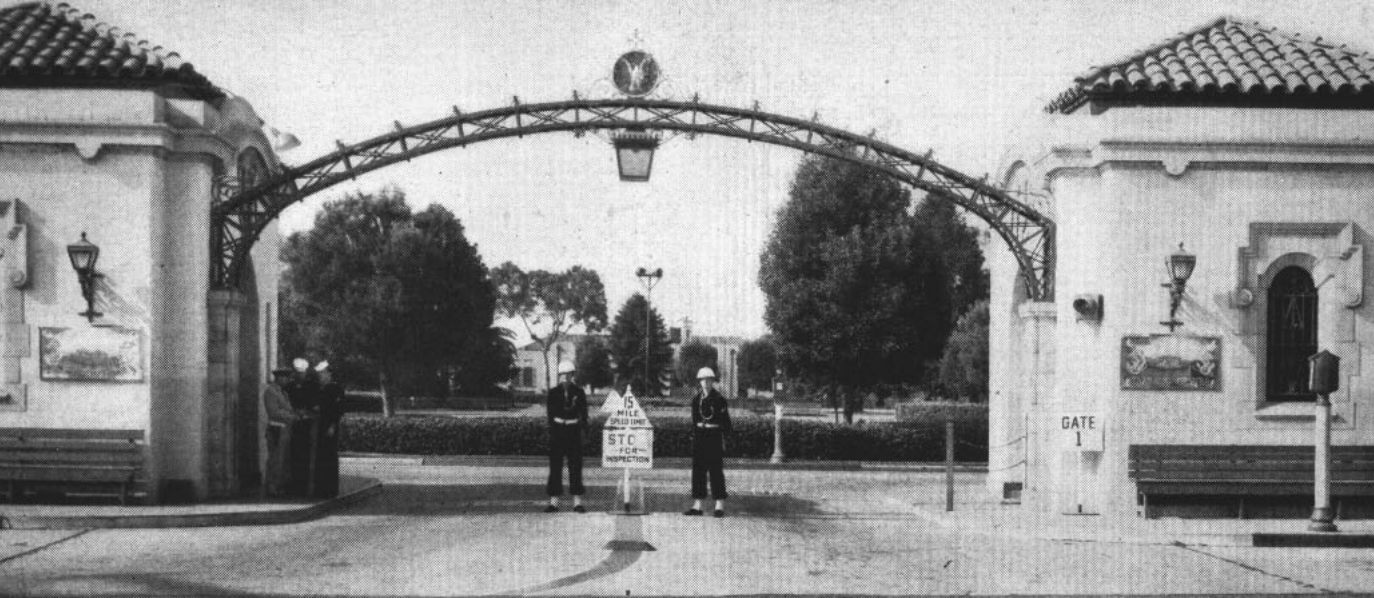
1. The flag pictured at the left (white star on blue field) is a (a) broad command pennant (b) burgee command pennant (c) commodore's flag.
2. The Marine Corps flag at the right (white star on red field) is a (a) Marine Corps standard (b) major general's flag (c) brigadier general's flag.



3. The man who wears the specialty mark at the left is a (a) machinery repairman (b) tradeyman (c) communications technician.
4. The specialty mark at the right is worn by (a) enginemen (b) tr'lemen (c) machine accountants.



5. These men are (a) plotting a weather balloon sounding (b) checking a sonar-directed attack plotter (c) plotting a search-type radar chart.
6. If you have answered correctly the above question, you should know that the personnel pictured are (a) radar-men (b) aerographer's mates (c) sonarmen.



# The Snappy Seaman Guard

**T**EN YEARS ago, a picked group of bluejacket recruits was organized as the then designated Seaman Guard of the Naval Training Station (now Center), San Diego. Under the direct supervision of the provost marshal, the unit was vested with the vital responsibility of station security.

Disciplined to the highest peak of Navy standards and drilled to

razor-keen perfection, these boys with their white belts, leggings and helmets, have earned an enviable reputation for themselves and have brought credit to the Center.

Typical of the unit is their slogan "Individual Responsibility." It is predicated on the hard and fast fact that the Guard as a whole is no better than the worst man in it.

To be selected to serve in the

Seaman Guard is no accident. The men who bunk down in the Seaman Guard barracks are a carefully screened group from the ranks of those seamen assigned to the Naval Training Center by the 11th Naval District. From this group of seamen, those of the highest caliber are assigned to the snappy Seaman Guard unit.

Men finally selected must meet the



**ON PARADE**, the Seaman Guard cuts a snappy figure. Each of the Guardsmen must be at least five feet ten inches.





OLD GLORY is lofted at morning colors (left). Right: At main gate to training center, Guard gives visitor directions.

following qualifications for the 18 months' tour of duty in the Seaman Guard: The minimum acceptable height is five feet and ten inches, although the greater number are over six feet. Each man must be a high school graduate, with a better than average GCT. To the chief-in-charge, who makes all selections personally, each man must have a certain "look" and aptitude for the duty. He must possess a smart, snappy, military bearing and be enthusiastic about the idea of serving in the unit.

Men selected are moved into a special company for the guards alone. Here they are instructed in the many phases of their job. The first days in the life of a Seaman Guard are hectic. He must learn challenges, execute drills, receive instruction in small arms and judo, sit in at numerous lectures and absorb the fundamentals of his new job.

All military honors, colors, special parades and so forth are performed by the Seaman Guard, in addition to routine responsibilities of NTC security. A working day is scheduled with clockwork precision. Every minute, day or night, of the 24-hour cycle finds the Seaman Guard on duty throughout the center. And although the individual working time is no greater than that for any other branch of service, it may entail an 0200 watch on the main gate, marching in the color guard at 0800 the following morning and acting as an honor



OFF DUTY, Guards shoot a quick game of pool in their lounge (above). Below: On duty, a Guard walks his post before a pay line of training center recruits.





**FLEET CHIEF, VADM Calvin T. Durgin, USN, Commander, First Fleet, inspects an honor guard on visit to NTC. Guards are picked for their military bearing.**

guard for a visiting dignitary at 1400.

As for their off-duty hours, members of the Seaman Guard always find plenty to do. They are granted a maximum amount of liberty consistent with their duty schedules. In their barracks is a lounge for their exclusive use. It is equipped with comfortable chairs, radios, writing tables and 16-mm. movie projector.

They must sandwich into their liberty period hours of study for their third class advancement in rating examinations. It is mandatory that each seaman have a course book and hand in assignments at regular intervals.

As for liberty ashore, there are plenty of places in and around San Diego to visit, extensive beaches for swimming and sun-bathing, and Balboa Park with its multitude of entertainment facilities. Only 120 miles away is Los Angeles, where one has no trouble finding a variety of things to do and see. According to one member of the Guards, "There is no better duty on the center and these off-duty hours are just what the doctor ordered."

The Seaman Guardsmen do a fine job on the center and are respected by all. They are sharp in dress, and their manners are above reproach. There are many lessons that the bluejacket has learned while serving in this capacity that he is able to pass on to his friends throughout his naval career . . . alertness, cour-

age, courtesy and constant watchfulness.

First impressions are admittedly important in sizing up a person or place. The Seaman Guards are the first bluejackets contacted when Navy officers or civilians enter the gates of NTC. It is the Guard's responsibility to greet these visitors in a snappy, military manner, thereby reflecting the purpose and objectives of the center as a whole.

The local saying, "He saluted as snappily as a Seaman Guard" is no idle statement.



**AT EASE** in their lounge, pair catch up on their letter writing and studying. Guards get the maximum liberty, serve an obligated tour of 18 months.

## 13-Year-Old Is 'Too Young'

Healthy young recruits are almost always welcome in the Marine Corps—as healthy as they come, but not necessarily as young as they sometimes come.

One almost as young as a person could be—and still fill up a Marine's uniform—turned up in Platoon 8 of the 2nd Recruit Training Battalion. He's a civilian again now, but only till he gets a little older.

The young Marine, Pvt Eugene G. Erickson of Los Angeles, was supposed to be almost 18 years old. In fact he was just awaiting his "18th birthday" so that he would be able to go overseas. He missed being classed as a sharpshooter by only one point and scored as high as the average 18-year-old would in the general classification test. Did all right in every phase of the tough training period, too.

But Erickson met his Waterloo before he ever got a chance to fight. They called him into the investigation office to retake his fingerprints, and he thought someone had spilled the beans. The thought made him mad. "Who snitched that I'm 13?" he wanted to know. Investigation people are pretty quick on the uptake, and they weren't asleep in this case. Protestations that he was really almost 18 were of no avail; the patent-leatherneck's jig was up.

Young Erickson plans to enlist again along in the fall of '53, when nobody can complain.

## Two EMs Build Spare-Parts Plane in Spare Time

THERE ARE at least two ways to get up in the world — work hard for promotion, or get an airplane. If a person decides to get an airplane, there are at least two ways to do that, too—buy one, or build one. Two people who decided to build one, and did so, are Arthur B. Hagler, AMC, USN, and James Kight, AM1, USN, both instructors at the Airman School, NATTC, Memphis, Tenn.

It isn't that they built every last piece of their plane out of sheet metal and other raw materials of that kind. But it was a long way from being a flying machine when they started.

The fuselage and attached planing surfaces they purchased from a nearby citizen. The two fliers overhauled the fuselage and covered the wings with new fabric, meanwhile ordering the engine and other parts from various suppliers. Hagler and Kight made the station hobby shop their base of operations, and there devised and built cowlings, landing gear, certain framework members and other parts.

After working approximately two hours a day for four months, the pair had the plane ready for a taxi test. The test was successful, and after a thorough inspection the plane was certified for airworthi-



HOMEMADE airplane passed CAA tests with flying colors. Top speed of craft is estimated 145 mph. cruising 105. Plane will carry two persons.

ness by a CAA man. Then the only thing keeping the plane on the ground was lack of a registration number, and that was expected momentarily.

While awaiting their registration number, the Wright Brothers—as they came to be called at the Center—released some statistics about the plane. Cruising speed, they said, would be around 105

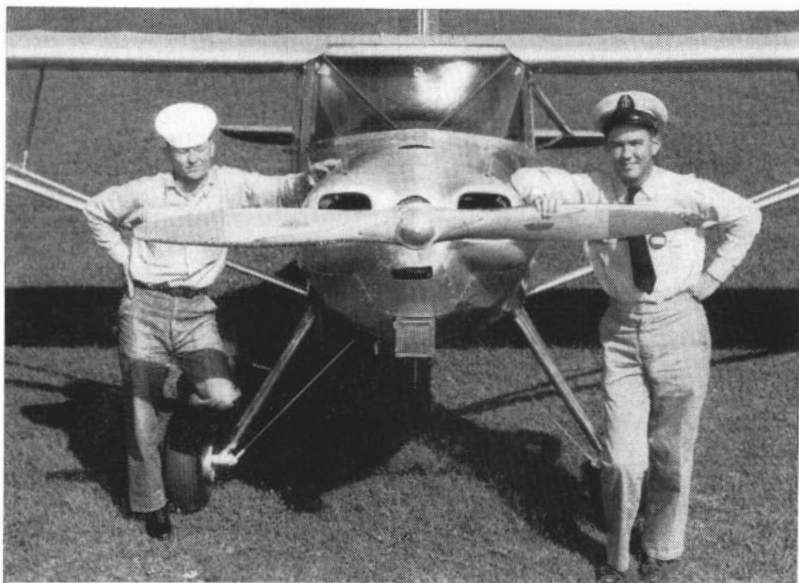
miles an hour, with top speed in the vicinity of 145. The aircraft was designed to carry two passengers, 55 pounds of baggage and 14 gallons of gasoline. Gross take-off weight would be 1260 pounds.

Both the spare-time plane builders are family men, living in Memphis. Both are “20-year men,” with approximately half of their respective naval careers already served. Both hold private flying licenses. Chief Hagler has earned his CAA “aircraft and engines” license also as well as his private card.

The little plane is a professional-looking job from prop-spinner to tail skid, and no one would ever guess that it didn't come straight from an aircraft factory in its present form.

While not many airplanes big enough to ride in are produced in the Navy's hobbycraft program, a goodly number of flying models are completed. These range from featherweight rubber-band-powered balsa-wood “flutterers” to jet models capable of hurtling along at more than 150 miles an hour.

Furniture and other household items are popular projects among the married hobby shoppers, with some items described by the wives as truly “out of this world.”—Clara Silverman, JO1, USN.



INGENIOUS builders Arthur Hagler, AMC, and James Kight, AM1, worked four months on their plane. Base of operations was NATTC Memphis.

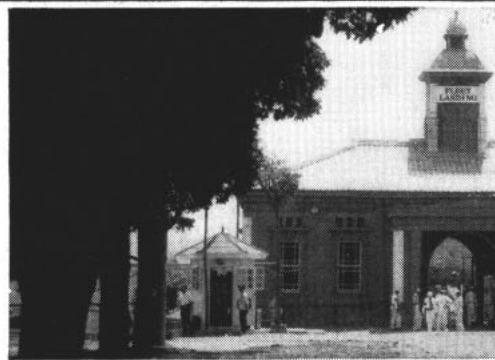




SHOPPING at stall along Tokyo's Ginza, sailor learns price of trinket. Below: Men of USS Sicily (CVE 118) pose before A-bomb marker in Nagasaki.



# SIGHTSEEING



FLEET LANDING at Sasebo, port near the Kyushu. Liberty party from USS Valley

**F**OR THE SAILOR on liberty from war in Korea, Japan offers plenty of good sightseeing and shopping.

In addition to such well-known sightseeing spots as Tokyo and Kyoto, Japan's holy city, Nagasaki also has many interesting sights to offer. The intricately designed temple buildings of the Ming Dynasty and the stately Catholic cathedral, the first Christian church to be established in Japan, are two which survived the atomic bombing.

Today, four years afterwards, a marker has been erected at the site of the bomb burst and houses and stores have sprung up around it. Surprisingly, some residents cannot



LADS ON LIBERTY snap a shot of comely Sign on the rear of the bus advertises a

# IN JAPAN



Tip of Japan's southernmost island of Kyushu (CV 45) returns to ship by bus.

even point out where the explosion occurred.

If it's shopping you want, you can't do better than the open stalls along the Ginza, Tokyo's main street. Here a sailor can choose from a colorful selection of robes, obis, jackets, embroidered silks, cameras of excellent workmanship and cigarette lighters intricately carved in solid silver.

Most items are about one-fifth their cost in the U. S. But it is part of the tradition to haggle with the shopkeeper. Chances are he will lower his price a bit for you.

A hint: To say "How much?" in Japanese, say "Ikura des ka?"



Japanese girl as kids watch wide-eyed. Romance play which will soon be given.



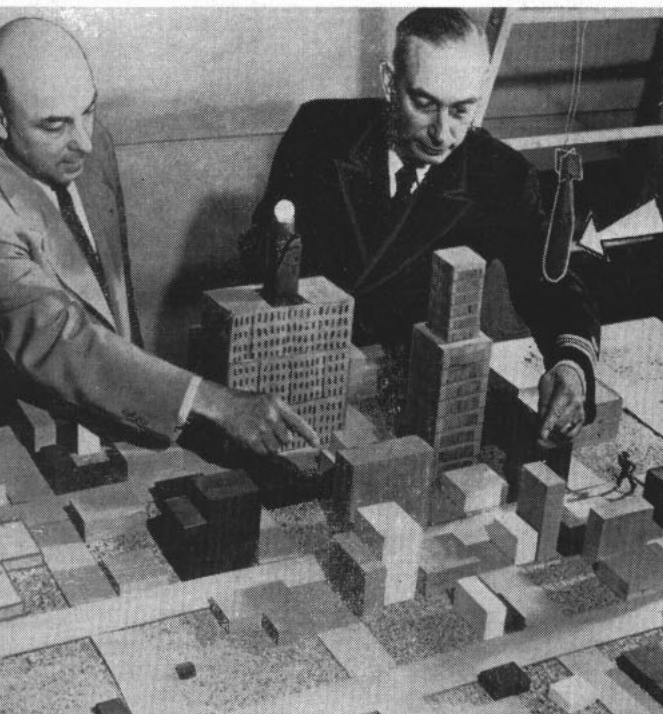
WHITE HATS window-shop along Japanese street. Sailors at sea can order goods by mail from price list and have items sent home by the Red Cross.



ORIENTAL FOOD is good, Navymen say. Below: Chief looks at sign at entrance to museum in Nagasaki to display items from scene of bomb burst.







BEFORE AND AFTER—Planners show where 'atomic bomb' will hit model of Minneapolis. Right: The 'bomb' bursts.

## Reservists Tackle Civil Defense Task

**W**HAT IS MORE deadly than an atomic attack?

The mass hysteria and fear that could accompany such an attack, if the population were not properly indoctrinated and if the minimum preparations had not been planned ahead of time, could wreak more devastating damage to the Nation as a whole than a series of atomic explosions.

The importance of preparations for civil defense, in the event a disaster of this type should arise, cannot be overemphasized. Every agency and activity in the nation which is in any way connected with the problem of civil defense has a long-range job of the highest priority carved out for itself.

The Naval Reserve's Volunteer Research component, composed principally of technically and scientifically trained men, stands ready, with the approval of the Naval District Commandant, to assist local communities in their peacetime planning and training for civil defense.

The Volunteer Research Reserve has 3,000 members, including scientists, research workers, engineers, and medical specialists and technicians. This component has activated

87 volunteer drill units on university campuses, in laboratories, and in other suitable places. These units meet regularly throughout the year and are in a good position to serve as coordinators for plans in civil defense, for the conduct of experimental work, and for dissemination of information to the agencies which have been assigned the actual job of civil defense in each area.

Shortly after the Korean crisis began, Rear Admiral T. A. Solberg, USN, Chief of Naval Research, informed all Volunteer Research Reserve units that it was considered desirable that those units not already working on civil defense plans with their local authorities should do so.

"The authorities," he said, "are most anxious to get any qualified assistance available in working out such plans with their respective State or local authorities."

The Naval Reserve's research units are not in a position to perform the operational and administrative functions of a fully manned civil-defense activity, but they provide an excellent source of instruction, research, and planning. It is in these fields that many of the 87 Research Reserve units have already made

great progress. In the words of the Chief of Naval Research, their work is "of real value to our nation." Here are some of the steps various units have taken:

- Organization of traveling "radiological lecture teams."
- Arrangement of seminars at an atomic center, with Reserve attendance from units all over the nation.
- Development of a special kit which has been called "the poor man's Geiger counter."
- Formation of classes for science teachers, civil-defense workers, and members of Parent-Teacher Associations.
- Formulation of plans for the formation of "rumor clinics," to sift out factual information from the mass of rumors in time of attack.
- Drawing up of programs outlining the needs and plans for the organization of civil-defense activities of large municipal areas.

Oak Ridge, Tenn., one of the world's first centers of atomic warfare research, was the site of a recent Naval Reserve seminar. There a group of scientists and researchers in nuclear physics, teachers, and doctors underwent special training for a period of 2 weeks. This semi-



nar, the second of its kind, was arranged by Volunteer Research Unit 6-3, of Oak Ridge, Tenn., under the sponsorship of the Office of Naval Research.

Classes were held at the Oak Ridge Institute of Nuclear Studies. The seminar sought to familiarize Reservists with the uses of radioisotopes and to give necessary information so that those attending might study uses or techniques for radioisotopes as applied to their own special fields of endeavor. Its principal aim, however, was to provide information on various methods and problems of civil defense against an atomic attack.

At Oak Ridge, labeled by its citizens as the "cradle of the atomic age," VRU 6-3 has developed an enthusiastic and busy training program. In addition to the seminars that it has arranged to indoctrinate other Reservists, the volunteer unit—which, like all other such units, receives no pay for its time and efforts—has developed an organizational plan for the temporary coordination of emergency rescue operations immediately following an atomic disaster. Featured in this plan are *radiological safety parties*, consisting of small groups of technical personnel to act in an advisory and staff capacity; *basic field groups*, to be sent to affected areas; *volunteer groups*, to be recruited from outlying districts at the scene of the disaster; and *logistics groups*, operating from the headquarters of a Volunteer Research unit or similar location. These trained personnel will be able to answer questions ranging from the subject of contamination—"Can I eat this food?" "What about this drinking water?"—to health measures—"What are the symptoms of radiation sickness?" "What should I do if I have received a lot of radiation?"

Across the nation, near the Hanford Atomic Energy project, is another energetic Naval Reserve research unit, VRU 13-2, stationed at Richland, Wash. Most of its members are employed as scientists and engineers at the Hanford project. The program of this unit is twofold: 1. To serve local civil agencies which would look to the Navy for expert scientific advice and guidance in atomic defense matters; and 2, to provide specialized instruction to its own members along the lines of defense against bomb damage. The



RADIO HAMS, Naval Reservists of Battle Creek, Mich., tune up their mobile receiver which would be used by civil authorities in case of any emergency.

plan calls for the development of the unit as a group of "consultants."

In and around Lansing, Mich., Volunteer Research Reserve Unit 9-16 is contributing to the civil-defense program through the operation of *lecture teams*. These teams, appearing before PTA's and local civic groups, carry a "one-two punch," starting off with a description of the theoretical atomic bombing of an unprepared city and finishing by illustrating the difference when a city is prepared for such an attack. The lectures are given a realistic touch through pointing out the limits of destruction in terms of known landmarks, so that each member of the audience can visualize how he and his family would be affected. The local director of the civil-defense program has used the research unit as a lever to stimulate interest—and action—among both civic leaders and the average citizen.

One of the projects of Volunteer

Research Reserve Unit 11-1, of Pasadena, Calif., is the development of a special device designed for mass indoctrination in the event of an atomic attack. Devised by Naval Reservists who belong to the unit, the device consists of a map kit that would enable the average household to be immediately informed as to their "hazard status." Thus, the device serves as a kind of Geiger counter. It functions by utilizing "overlay" transparencies of typical atomic explosion patterns, to give an instant indication of any area's hazard status in respect to radioactive contamination. Thus, by enabling individuals to ascertain conditions in their particular area, these map kits could be instrumental in avoiding a hysterical mass exodus and in preventing or reducing panic.

In Minneapolis, Minn., Volunteer Research Unit 9-6, in cooperation with the director of civil defense, helped to arrange a short course in



**SMOKE-EATERS** will be needed by every community which is target of an attack. Reserve offers excellent source of trained manpower for such jobs.

civil defense for members of State-wide organizations. Lectures at the course were presented by personnel of the Navy, Army, Air Force, and Red Cross. More than 150 persons attended the short course, one of the first of its kind. Demonstrating with a model city structure, lecturers were able to illustrate the effect of various types of bombs and the defensive measures that should be taken to minimize the effect. The unit also advocates establishment of *rumor clinics*—centers of information where people can gather and form sound judgments, obtain correct information, and thus escape the dangers of mob psychology and hysteria which are the inevitable result of frightening rumors and misinformation. To illustrate the necessity for such clinics, VRU 9-6 cites the example of the Orson Welles radio version of a mythical invasion from Mars and the reaction it caused among large numbers of the population all over the country.

In Gulfport, Miss., Volunteer Research Reserve Unit 6-5 began working on a radiological project before a civil-defense program for the community was established. When a civilian defense director was appointed, the unit offered him its services and assisted him in getting a community project under way. The unit is now developing a plan to provide coordinated training in the field of atomic defense, using articles written for the layman, lectures, and appropriate films.

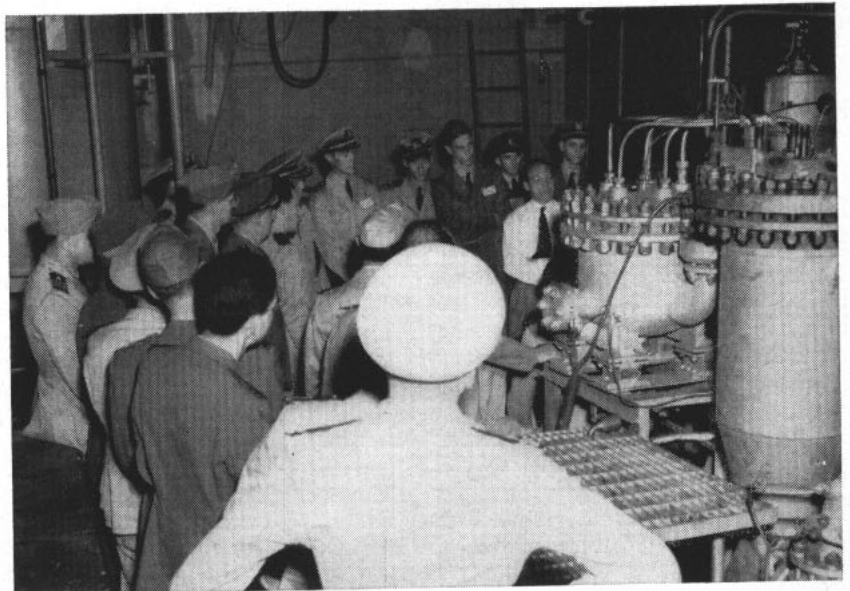
On the Pacific coast, Volunteer Research Reserve Unit 12-2, of Berkeley, Calif., is providing a different type of training assistance for civil-defense programs. This unit has been directed by the City of Oakland Disaster Council to organize and conduct a course of instruction covering everything from fission principles, radiation, and temperature of the atomic bomb to "fire storms," decontamination principles, protective measures, and rescue and evacuation procedures. The course would be given to high-school sci-

ence teachers in the area, with the purpose of preparing them to set up and give similar courses to firemen, policemen, block wardens, etc. It is anticipated that the ultimate result of such training of some 150 science teachers can be the indoctrination of 10,000 to 15,000 persons.

In New Orleans, La., Volunteer Research Reserve Unit 8-1 has been working during the past several months on possible plans for the defense of the city. These plans include ear-marking of buildings in various sections of the city for use as emergency treatment centers; the establishing of a directory of all the doctors within the city; and the gathering of information on means of transportation and communication. The unit has also evaluated several small instruments for detection of radioactive material.

The preceding examples set forth some of the methods now being used by the Naval Reserve's volunteer research units all over the country. Ultimately it is hoped that each of the 87 units will be able to organize programs which fit the needs of its particular area.

Civil defense to prepare for the eventuality of an atomic attack is the concern of every able-bodied person. Each member of the Volunteer Research Reserve units which are now working to assist local programs of preparedness deserves the thanks of fellow citizens and their families who may some day be aided by this foresighted planning.



**LATEST DOPE** on equipment is made available to Volunteer Research Reservists, each of whom is scientist, specialist, doctor or technician in his own right.

# Tiny Craft Have Rugged Job of Retrieving Torpedoes

**W**HEN it's roundup time off Oahu and the spray is on the sea . . . two tiny Navy craft are in for a busy day of running down and corraling torpedoes.

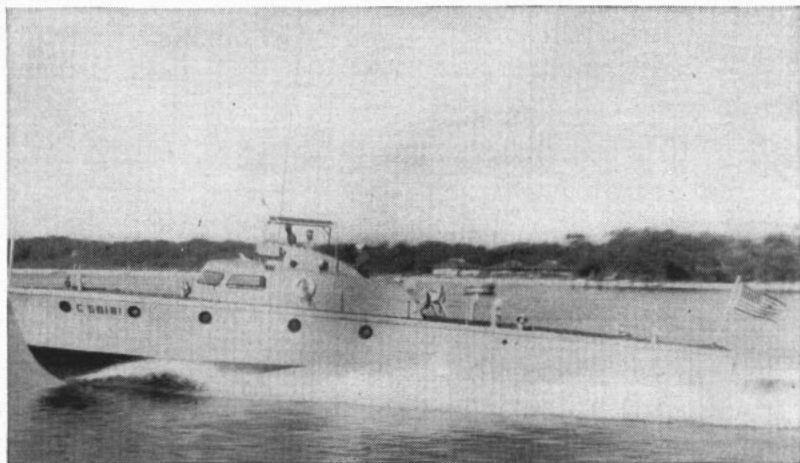
Modified with a cutaway stern and special skids to accommodate the steel "fish," two sleek aviation crash boats from the Pearl Harbor Submarine Base serve as torpedo retrievers when submarines put out to sea for practice firing.

At 20 knots and more, the 63-foot vessels can kick up a lot of wash under the hand of their "skippers"—two boatswain's mates at the head of six-man crews.

There is no special season for this roundup, which is quite some operation. Standing by at some distance from the submarine's practice target, the retriever lies idle as a periscope breaks the surface. When air bubbles come to the surface forward of the periscope, the retriever men know the torpedo has been fired. They're off at the sight of the torpedo streak.

Leaping forward under full speed, the retriever is set on a course to intercept the torpedo. On the stern, crewmen stand by to slap on a "lasso" when the torpedo loses momentum and pokes its nose out of the water.

Wrestling an uncooperative 3,000-pound "fish" on board has its



**CHASE** after dangerous practice-fired torpedoes calls for speed of more than 20 knots from converted aviation crash boat. Craft is skippered by EM.

tense moments. In a rough or choppy sea, a torpedo has a propensity for poking its hard head into the wooden sides of the vessel.

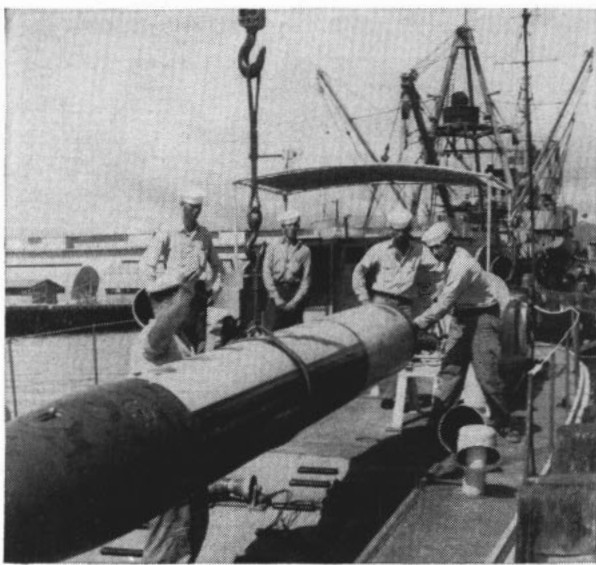
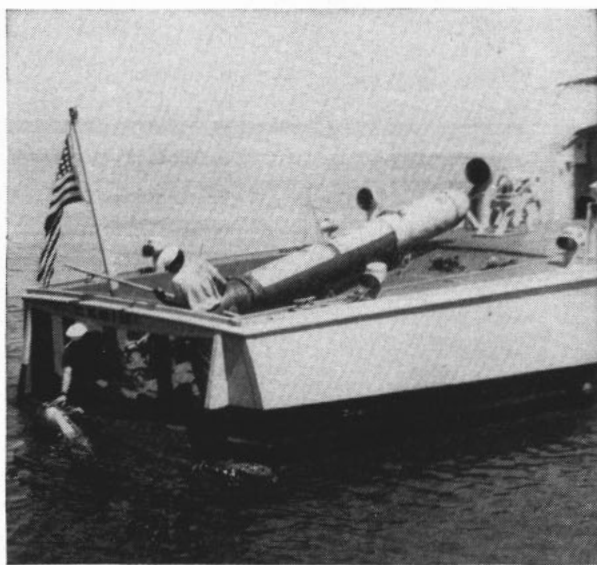
Once hooked through the nose, the torpedo comes along more meekly. Special hand-operated winches haul the "fish" through the retriever's open stern, up the inclined after-deck, and onto skids which can take four torpedoes.

A typical day starts early for the retrievers. To be on schedule for a rendezvous off Pearl Harbor at 0830, the vessels must get underway at 0700. The exercises may be

short ones or may take a full day.

In a week's operations, they might make as many as eight trips out and back from the practice area, not counting other special assignments.

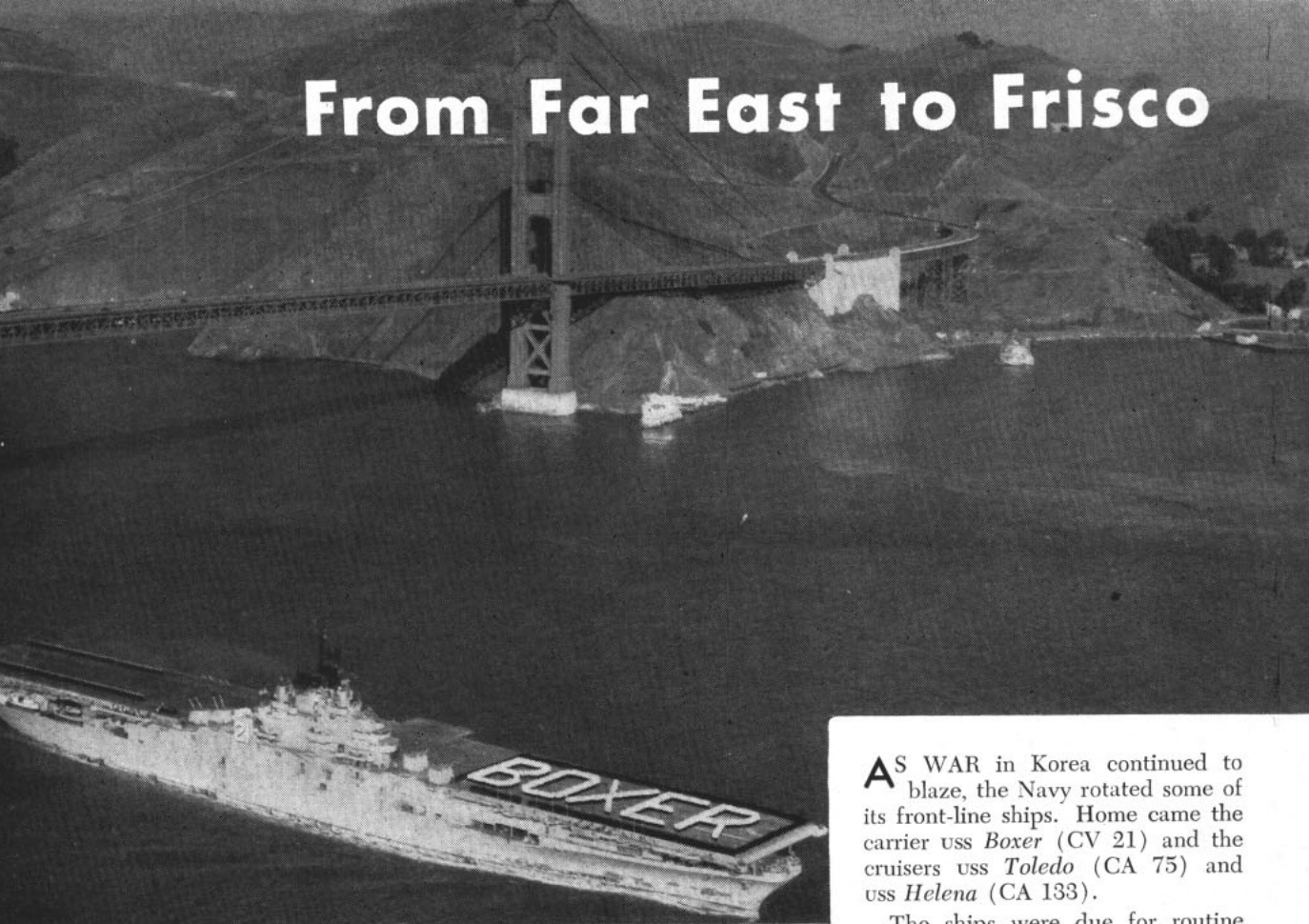
But the crewmen like their duty, particularly the novelty of serving under enlisted skippers. Jay E. Richards, BM1, USN, and Thomas W. Walters, BM2, USN, have the retrievers under their charge. Both of them know their navigation and radio operation as well as the seamanship and nautical know-how necessary for the job.



**SKILLED CREW** retrieves "fish" through cutaway stern (left) and then safely unloads it (right) at end of day.



# From Far East to Frisco



RETURNING from the Korean battle area for overhaul, USS Boxer (CV 21) steams past Golden Gate as crew lines flight deck to spell out ship's name.

AS WAR in Korea continued to blaze, the Navy rotated some of its front-line ships. Home came the carrier USS Boxer (CV 21) and the cruisers USS Toledo (CA 75) and USS Helena (CA 133).

The ships were due for routine overhaul, their crews for leave and liberty. Boxer, which had sped to



GOING ASHORE on leave, two happy EMs log out with the OD (left). After saluting ensign (above) they are on the way.



Tokyo with a deckload of Air Force Mustangs at the outbreak of war, had stayed to carry out successful strikes against the enemy.

*Toledo* and *Helena* had pounded targets of opportunity up and down the enemy's coastline. *Toledo* had participated in 25 days and nights of shore bombardment at Inchon.



ENJOYING liberty before ship puts to sea, sailor treats Wave date to San Francisco sea food (below), trip to wharves (left) visit to Coit Tower (above).



Returned ships are replaced in war theater by vessels taken out of mothballs.





Brief news items about other branches of the armed services

\* \* \*

TWO INTERNATIONAL cargo-carrying records have been broken by the Air Force's XC-99, world's largest operational airplane.

The giant plane recently carried 85,000 pounds of cargo non-stop across the continent. The hop, from Sacramento, Calif., to Albany, Ga., covered 2,200 air miles with the heaviest payload ever ferried by a plane from coast to coast. On an earlier, shorter flight the XC-99 hauled 100,000 pounds of aircraft parts.

Although the plane is designed to carry passengers as well as freight, the flights thus far have been confined to high-priority materials which are too bulky or too heavy for ordinary air transportation. All flights are being scheduled under an evaluation program that will last for six months, while the Air Force determines how much the XC-99 will transport under a variety of conditions.

The big plane is designed to carry 400 men fully equipped—the equivalent of two airborne companies ready for battle.

\* \* \*

FASTER BATTLEFIELD COMMUNICATIONS will result from a new type of radio set developed by the Army Signal Corps.

The new sets employ a "building block" principle, and can be assembled in various combinations to produce 30 different sets. This produces greater flexibility in communications and simplifies maintenance and repairs.

With a range of about 15 miles for each set, two sets can be linked for automatic retransmission of voice messages over longer distances. This automatic relay will more than cut in half the time required for transmitting messages under combat conditions over relatively long distances. They can also be inter-connected with the walkie-talkie and the handie-talkie for greater battlefield communication efficiency.

Designed primarily for use on vehicles, the new sets are man-transportable and may be modified readily with a field kit and used on the ground. Issue of the sets to infantry, armor and artillery troops in the field is expected to begin after 1 Jan 1951.



AUTOMATIC release handle (left) and timing device (right) open AF parachute after a clear fall bailout.

AT MUROC, CALIF., the Air Force is doing some record high-altitude bombing, employing B-36s, and 12,000-pound bombs which are painted black and white.

The bombs don't explode when they hit the ground; they're filled with a substance resembling concrete. Still, a person wouldn't say that their plunge into the empty desert is unimportant.

Some of these heavyweights are dropped from as high as eight miles—the highest altitude at which bombs of this size ever have been released. Measurements are taken to determine how far they penetrate into the ground. The tests are expected to furnish new data on the bombing system used in the planes in addition to valuable information on the performance of the bombs themselves.

\* \* \*

GREATLY IMPROVED MEALS are in store for troops in the field due to a new ration developed by the Army Quartermaster Corps.

Called the "B" ration, it's a "kitchen" rather than an individual ration, and represents a complete revision of all canned, dehydrated, and otherwise processed food contained in this type ration during and since World War II. It will be used wherever Army and Air Force field kitchens are set up, but fresh foods are not available.

Among the improvements in the "B" ration is the elimination of canned, chopped meats such as meat and vegetable hash, corned beef hash, and stew meat and vegetables. These have been replaced with solid meats—bacon, corned beef, beef and gravy, boned chicken and turkey, ham chunks, luncheon meats, pork and gravy, vienna sausage, salmon, and tuna. Tests show that solid meats lend themselves to more variety in preparation, are more palatable, and by eliminating fluids save a quarter-pound per ration. This reduces the weight of 10,000 rations by 2,000 pounds.

A sample menu covering 15 days has been issued by the Quartermaster Corps. It shows how each proposed meal should be prepared to take fullest advantage of the 96 different items supplied in the "B" ration. These rations are patterned to provide 4,200 calories per man per day—600 more calories per day than is prescribed for an active soldier by the Surgeon General of the Army. The increased caloric content of the new ration is intended to give additional heat and energy required by troops in strenuous battle or field conditions, and in cold weather.

\* \* \*

A NEW TYPE of inflatable life raft for use on MATS planes has been developed by the Air Force.

The raft is capable of carrying 20 persons and inflates automatically when tossed from the plane. It is made of two rubberized nylon flotation tubes which resemble giant automobile inner tubes. The raft has no top or bottom, so it makes no difference which side is up when it hits the water. The floor of the raft is between the two tubes.

Because of its construction, passengers should keep more dry and comfortable in the new raft than in older types. Equipment of the raft includes a canopy



which is fastened tent-style over the raft, a radar deflector, and accessory kit. All come wrapped in a compact package three feet long and half that in width.

The raft is unusually sturdy and buoyant. It can support more than 5,000 pounds without sinking, and has survived tests in winds up to 60 miles per hour. Developed by the Aero Medical Laboratory at Wright-Patterson Air Force Base, Dayton, Ohio, the new raft has been nicknamed the "circus tent" because of its resemblance to a floating tent when inflated.

\* \* \*

IF EXTENSIVE TESTS now underway prove it practical, Army food may in the future be inspected periodically by X-ray—can, carton and all.

Canned food should be inspected at intervals of six months to two years, and is inspected that often by the armed forces. The usual method is to remove sample cans from random cases and inspect them for leaks and bulged ends. After inspection, the cans have to be returned to their cases and the metal strapping restored.

The new method, if it succeeds as well as it promises to, will be more simple and more thorough. Entire cases will be placed on a conveyor, without opening, and will be trundled past an X-ray apparatus. The fluoroscopic treatment will reveal bulged and defective cans, and many other things—deterioration of the contents, corrosion, and the presence of foreign matter inside the can.

The inspection unit developed by the Army Quartermaster Corps is housed in a semi-trailer. If adopted generally, the X-ray process of food inspection is expected to save the Army \$30,000 a month.

\* \* \*

TO FIND OUT if objectionable sounds in varying degrees of intensity will injure the small bones of the middle ear, the Air Force is bombarding guinea pigs with noise from a special siren.

In experiments designed to solve problems created by noisy aircraft motors and other mechanical equipment, a soundproof room was built at the Aero Medical Laboratory, Wright-Patterson Air Force Base, and a number of guinea pigs placed in the room. The animals were anesthetized before the experiments began, and slept through the tests. Later their ears were examined to determine effects of the noise.

It has already been established that continued noise of high intensity can cause temporary or permanent deafness, as well as excessive fatigue and extreme nervousness. There is still a question, however, as to whether the middle ear, including the labyrinth or cochlea, will be damaged permanently.

A special siren in the experiments produces a single frequency or intensity at a time, but has a cyclic range varying from 250 to 150,000 cycles per second. In young adults, the audible range of hearing is between 20 and 20,000 cycles per second. Measured in decibels, the sound of intensity of ordinary conversation is 60, busy city traffic 90, and an airplane propeller 110. At 140 decibels sound becomes painful to the ear. Air Force scientists believe 160 decibels mark the level of probable mechanical damage, accompanied by nausea, dizziness and irritability.

NOW IT'S PLANES that holler when they get hurt—make their troubles known by themselves, almost.

It used to be that when a plane got into difficulties aloft the pilot had to notify the radio operator. The radio operator then had to operate his transmitter to inform the outside world of the emergency. All this took time—more time than was available, sometimes.

Now it's getting to be different. The people at the Air Force's Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, have developed something called an emergency keyer. With this device installed in his plane, the pilot need only touch a switch if trouble comes. The emergency keyer then takes over. It automatically tunes the plane's radio transmitter to the emergency channel, sends out the plane's identifying call sign, signals "SOS" several times, then produces radio signals to help people locate the plane. The whole series of messages is repeated until the device is turned off or disabled. While this is going on, the crew, including the radio operator, can be preparing for an emergency landing or can be devoting their attention to the crisis in general.

Almost all AF aircraft will be equipped with the emergency keyer. It is designed to be used with all airborne transmitters.

\* \* \*

TEN 83-FOOT U.S. Coast Guard patrol craft are being transferred to the Burmese Navy.

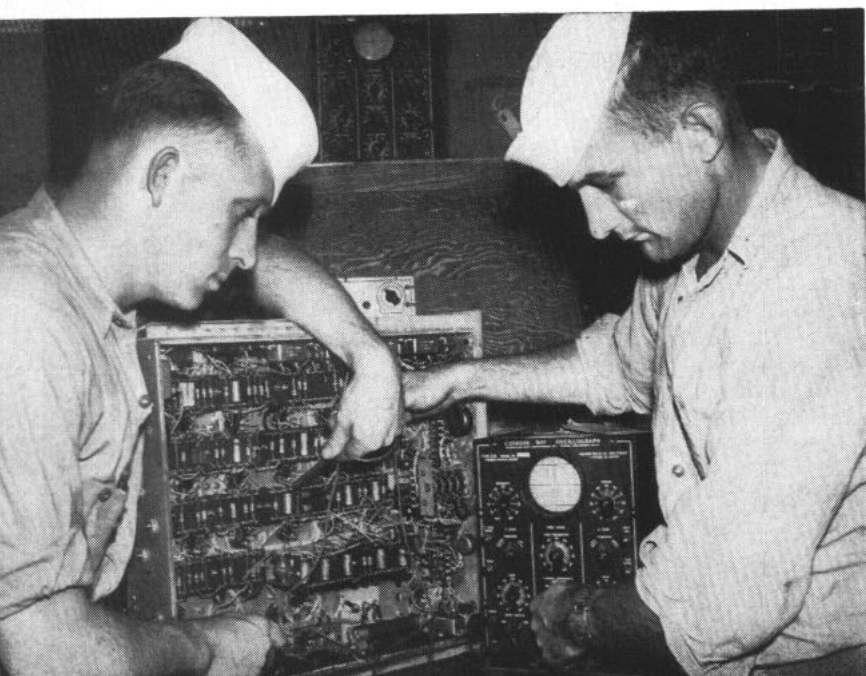
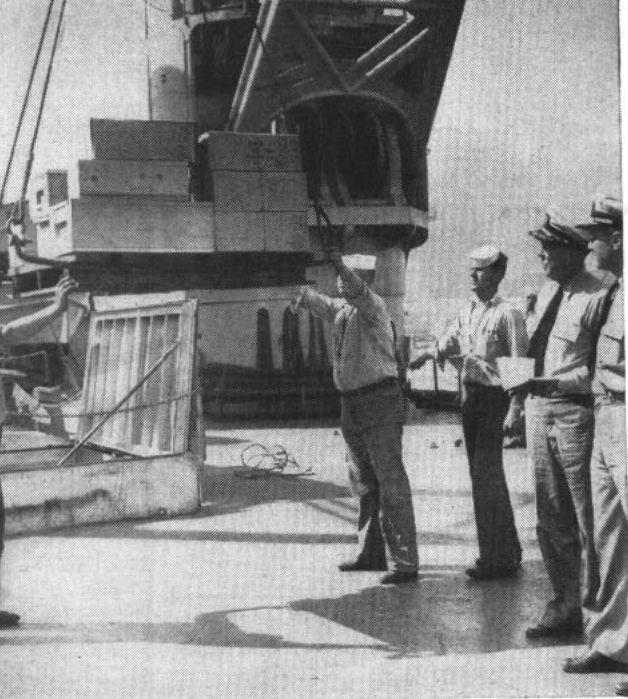
First equipment to be transferred to Burma under the Mutual Defense Assistance Program for Southeast Asia, the craft will be used by the Burmese government in patrolling the navigable river system of Burma.

Conversion of the patrol craft for operation in Burmese waters was accomplished at the U.S. Coast Guard Yard, Curtis Bay, Md. Repair and refitting jobs included conversion from gasoline to diesel power, armament changes, and copper painting of the hulls to resist tropical water fungus. The vessels were part of the Coast Guard Reserve Fleet.

Training of Burmese personnel in the operation and maintenance of the vessels is being conducted by the Department of Defense.



BODY measurement survey is giving the Air Force needed facts to design improved flight equipment.



**F**ROM THE SHORE, if you had watched her steam out of the harbor, she would have looked like a passenger liner; slightly clipped bow, high-sided hull, two open-edged decks above, two widely-spaced stacks; the guns not at all prominent. This impression might have remained for awhile, had you stepped upon her topdecks—secured, as they were, for sea. Clean planking, an air of spaciousness; these would have been your first impression. You might have noticed some capable-looking cranes towering overhead, but little equipment of war.

Your cruise-ship impressions may well have been shared at the moment by a majority of the 1,000 souls aboard. She was a repair ship—an AR—and if there is ever a time when a good share of an AR crew gets a rest, it's when the ship is under way.

There's the job of running the ship, of course—"ship's company" work. A few of the repair force's lathes may be turning out work for the engineering department—the shoemaker spending a slack hour on his own oxfords, so to speak. But the molders, the opticalmen, most of the pipefitters, almost all the electrician's mates, are having a ropeyarn Sunday.

Tomorrow and next week and the week after become today, and suddenly are "yesterday." Our imagi-

**SPARE PARTS** being loaded on repair ship find way (top to bottom) to the master gyro, storage shelves for safekeeping and electronic panel.



# Fleet's Mr. Fixits

nary ship, *uss Thor* (AR 99) arrives in a harbor near the zone of hostilities—and far from U.S. shipyards. Now, all is action. Long before the steering engine cools off—and almost before the deck force has fenders over the side—a cruiser is standing off, almost panting to come alongside. She's due for some tender "availability" all right. From here, we can see a jagged hole just aft of her hawse pipe, and a six-inch turret is apparently out of commission. No one would have left it turned to such a weird angle, otherwise. Meanwhile, an aircraft carrier off near the horizon is blinking to ask if *Thor* is ready to fix up a bomb-damaged flight deck. A PT boat comes up from aft. "Do you have any spare propellers my size?" the skipper inquires through a megaphone. "If you don't, how about making me one?"

The answers were affirmative in all these cases. *Thor* men will have the cruiser's wounds healed, the flattop's flight deck again intact, the PT boat supplied with a new propeller—all in short order.

The need for repair ships in the Navy was first realized during the Spanish-American War—in the late 1890's, that is. Steam warships belonging to the U.S. were operating as far away from home as the Philippines, and were traveling around Cape Horn, from coast to coast. Thoughts of a major breakdown far from a friendly shipyard constantly haunted the minds of Navy officials.

*Uss Panther*, a merchant ship purchased in 1898, was converted to a repair ship in the mid-'90s, and became the Navy's first AR. She was assigned to the Atlantic Fleet, and before long another repair ship was detailed to the Pacific Fleet: *uss Iris*. Within a decade, the value of such ships became more widely known. A submarine tender was authorized in 1911 and a destroyer tender in 1912. From this beginning grew the fleet of repair ships and tenders that the Navy possesses today.

Repair ships and tenders are much alike, but still are different. It would be over-simplifying the matter to say merely that a repair ship repairs, while a tender tends. A goodly portion of a tender's time and energies

are devoted to repair work, while a repair ship—besides repairing—may perform some of the duties of a tender.

To some, a major point of difference would lie in the greater services offered by tenders to the *personnel* of ships coming alongside. Being concerned with smaller vessels, as a rule, tenders carry many facilities to which

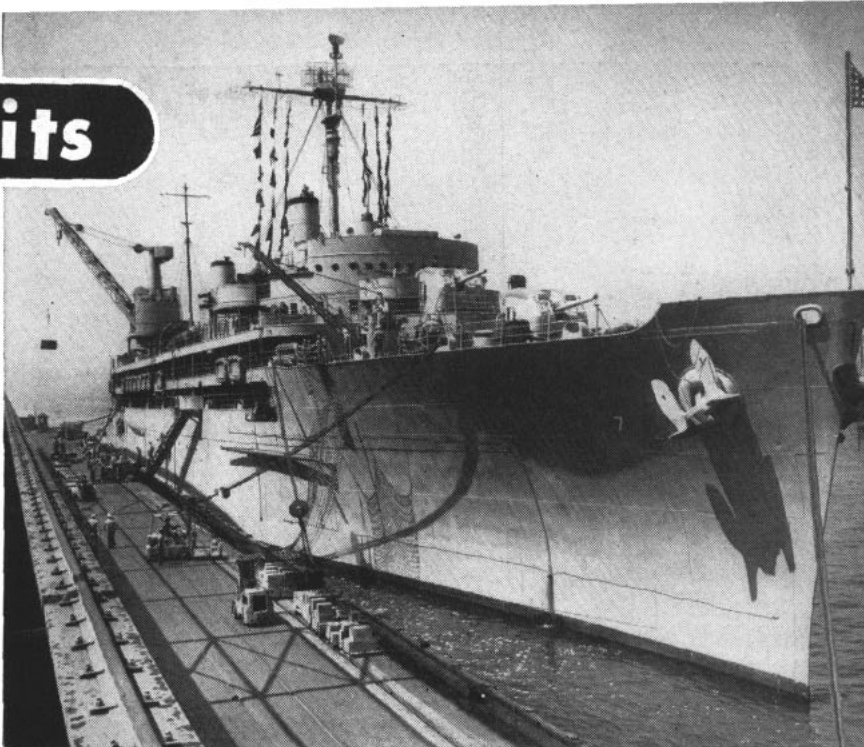
their human clients don't have access aboard their own ships. Under that heading would fall the ample dental offices, the large supplies of clothing, the tailor shops and ship's service facilities—all available aboard the tender to the crews of the tended ships. A tender would be more likely than a repair ship to supply water, fuel and electricity to ships alongside, although a repair ship can do it, too. But, ships with which an AR would be concerned would most often have all these facilities aboard.

While a repair ship, like a tender, has great storerooms full of supplies for her patients, the supplies are likely to consist in greater part of hardware. There will be more parts, fittings and gaskets; fewer quarters of beef—bigger sheet-metal racks; fewer bunks in the sick-bay.

Although we're speaking mainly of ARs here, this is by no means the only class of repair ship in the Navy. In addition, there are battle damage repair ships (ARB), internal combustion engine repair ships (ARG), heavy hull repair ships (ARH), landing craft repair ships (ARL), salvage vessels (ARS), and salvage lifting vessels, salvage craft tenders, three different types of aircraft repair ships, and submarine rescue vessels—all designated as repair ships.

Ships classed as tenders are: destroyer tenders (AD), submarine

MR. FIXIT applies torch to section of buckled beam. Pounding 'dogs' with hammer will drive beam into shape.



STOCKING UP? With parts sorely needed by damaged ships in forward area, *USS Hector* (AR7) serves as a combination repair shop, and supply store.



**MACHINIST MATE** measures width of cut made in casting by sharp teeth of boring mill. This machine can gouge groove in toughest cast iron or bronze.

tenders (AS), motor torpedo boat tenders (AGP), landing ships, dock (LSD), seaplane tenders (AV), seaplane tenders (destroyer) (AVD), seaplane tenders (small) (AVP).

ARs of the type shown in the accompanying photos—as well as tenders of that type—contain approximately 30 different shops. The shops are equipped with the most modern machinery and are manned by hundreds of trained workmen. Some of the shops—those devoted to work so exacting that a change in temperature could cause costly errors—are air conditioned. All are scientifically planned, well lighted and airy.

These three—*uss Vulcan* (AR 5), *uss Ajax* (AR 6) and *uss Hector* (AR 7)—are three of the five modern ARs in service in the Navy today. The other two, with hulls of the Maritime Administration C-3 classification, are *uss Amphion* (AR 13) and *uss Cadmus* (AR 14). *uss Delta* (AR 3) also possessing a freighter-type hull, is scheduled for early return to the active fleet.

Many of the heroic repair ships of World War II days are out of commission; others are no longer in existence. Typical of the war experiences of many of them is a period in the "life" of *uss Phaon* (ARB 3), a converted LST. Here is the way one member of the ship's company described it:

"It was June 1944, and we were invading Saipan. Before they were silenced, the Nips' guns scored numerous 37-mm. hits and two six-inch

shell hits on the destroyer *uss Phelps*. The second six-inch shell damaged a boiler, and *Phelps* lay almost dead in the water. She limped over and tied up to *Phaon* for repairs. Even then, she refused to be counted out. She asked for and received permission to stay in the battle.

"As metalsmiths, mechanics and carpenters from *Phaon* swarmed over her, repairing the damaged boiler, lower deck and bulkheads, the sturdy little lady, still very much in the fight, blasted away at enemy troops and pillboxes. After two days,

the repair job was finished and *Phelps* rejoined the fleet."

An AR can do just about anything that needs to be done to a fighting ship, except painting the bottom. As one AR officer said, "The ship has everything but a drydock."

"We can fabricate parts," he continued, "—including casting parts in the ship's foundry. Our machine shop can do any kind of machining—even to making parts for precision gear. We carry spare parts of all needed kinds. In addition to being a repair plant, we're a warehouse and a huge supply store doing wholesale and retail business with the fleet."

Life is somewhat reversed aboard ARs—busy in port; more relaxed at sea. But, as almost everybody knows, ARs are in port most of the time—which means that their crews are busy most of the time.

Life is often more "routine" aboard a repair ship than in a man-of-war—although it could hardly be called routine that day at Saipan. But if it is routine at times, and more work-filled than the life of the flattop or cruiser sailor, it does have its own kind of rewards. An AR electrician's mate puts it like this: "When I've got the duty some night, and see a cruiser coming in after dark, I get a kick out of knowing that the juice for her running lights is coming through transformer coils I helped wind."—H. O. Austin, JOC, USN.



**BROTHERS**, M. D. Kost, EM3 (left) and S. G. Kost, EMFR, do a job on stator of electric motor. Repair ship technicians can handle wide variety of orders.



# LETTERS TO THE EDITOR

## Allowance for Reserve CPOs

SIR: With reference to your reply to M. E. B., SKC, USN (ALL HANDS, March 1950, p. 28), I would appreciate it if you would clarify the following in order that every Reserve CPO will not be laboring under the misapprehension that he is entitled to (1) a \$160.00 cash clothing allowance, and (2) a cash clothing allowance merely because he is associated with any unit of the Volunteer Reserve.

NRMAL 5-50 of 6 Jan 1950 administratively sets the cash clothing allowance at \$150.00 and further stipulates that a CPO must be classified as O-1, V-1, V-3, O-2 or V-2, and he must be affiliated with one of the organizations listed in classification table "A" in that Naval Reserve directive. —LTJG E. M. S., USN, District Supply Office, 9th Naval District, Great Lakes, Ill.

• Thank you for calling to our attention the difference of \$10.00 in the amount and pointing out the necessary classification. The law providing for this payment stipulated the amount to be not more than \$160.00, leaving the final decision to be made by the Navy as to the exact amount and the eligibility by classification. Since that administrative decision had not been made by the time we received the letter from M. E. B., SKC, USN, we used the \$160 figure. All other information in our answer to his letter still stands.—Ed.

## Cleaning Silver Rating Badge

SIR: Can you suggest a solution for removing the tarnish from a CPO silver lace rating badge?—D. A. Z., QMSCA, USNR.

• There appears to be no really satisfactory method. We checked with the American Institute of Dry Cleaning, a Silver Spring, Md., organization that attempts to find the answers to national dry cleaners' most knotty problems, and it seems they have conducted exhaustive tests on gold braided and silver thread badges. The best method they could find is to scrub the badge with dry tooth powder, using a stiff bristle toothbrush or other small brush. This leaves powder on the cloth part of the badge, which should be thoroughly brushed off. You should mask off the sleeve around the badge to avoid unnecessary spotting by powder.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## 20 Years' Active Duty

SIR: Can a Reserve CPO, a station keeper, retire at 50 per cent of his base pay if he completed 20 years' active service on 21 June 1950? This man completed 11 years six months and 29 days in the Regular Navy in 1921. On 21 June 1950 he completed eight years five months and one day of active service in the Naval Reserve. He is 57 years of age. If he is ineligible to retire at this time, when will he be able to retire?—H.F.M., YN1, USN.

• In order to retire with 50 per cent retired pay, the individual must complete 20 years of active duty, the last 10 of which must be performed during the past 11. It would appear that the man in question doesn't meet this requirement. His only alternative would be to retire under Public Law 810, at the age of 60.—Ed.

## Retirement of Temporaries

SIR: Having heard many interpretations in regard to the retirement of temporary officers, I would appreciate an answer to the following question:

A temporary lieutenant commander reverts to enlisted status in 1957 after 25 years' active service. Instead of reenlisting he goes in the Fleet Reserve. On retirement after 30 years' total service—USN and Fleet Reserve—he would receive a pension based upon the highest rank held as of 30 June 1946, which is lieutenant (junior grade). If he had reenlisted as a CPO and completed 30 years' active duty, would he retire as LCDR or would he retire as LTJG, which was the highest rank held as of 30 June 1946?—E.G.E., LT, USN.

• If he had reenlisted as a CPO and completed 30 years' active duty, he would retire as lieutenant (junior grade) the rank held as of 30 June 1946. The only way he could be retired as lieutenant commander, since he had never held that rank as of 30 June 1946, would be for him to continue on active duty in that rank until retirement. This, of course, would be impossible if he is involuntarily reverted.—Ed.

## Exams and Appointments

SIR: In July 1950 I took the professional examination for ensign, Medical Service Corps, in accordance with BuPers Circ. Ltr. 210-49 (NDB, 15 Dec 1949). I have now been notified by the Chief of Naval Personnel that I was selected for appointment but that due to the insufficient number of vacancies I was not appointed.

Now what's the scoop? (1) Will there be a list for future appointments from among those already selected? (2) Will the whole procedure be repeated instead? (3) Is there any plan for temporary appointments for those selected but not appointed? (4) What about the possibility of waiving age requirements in a case like mine? (I will reach the age of 32 very soon.)—P.A.B., HMC, USN.

• (1) No such list as you mention is contemplated. (2) Yes. BuPers Circ. Ltr. 210-49 will serve as a guide for submitting a new application. (3) No temporary appointments for those selected but not appointed are planned. (4) Since the age limit of 32 years is a provision of law, it cannot be waived.—Ed.

## No Wave Boatswain's Mates

SIR: Would you please let us know if there are or ever were any Wave boatswain's mates, and, if so, how many?—F. W. P., DM3, USN; F. I. M., AQM1, USN; and M. D., BM3, USN.

• We answered this one not many months ago but since this point seems to be hotly contested between aviation rates and boatswain's mates at the present time, we'll answer it again. There never were any Wave boatswain's mates. Some Coast Guard Spars held that rating during World War II and were assigned mainly barracks master-at-arms duties.—Ed.

## Your Army Time Counts

SIR: I enlisted in the U.S. Army in July 1932 and served three years, being discharged in July 1935. In December 1935 I enlisted in the Navy and have since served on continuous active duty. Does my Army time count toward transfer to the Fleet Reserve, Class F6, on 19 years and six months service?—W.C.J., BMC, USN.

• Yes. All active service in the United States Army is counted as active federal service for the purpose of transfer to Class F-6 of the Fleet Reserve.—Ed.

**Monetary Clothing Allowance**

SIR: I enlisted in the Naval Reserve Seabees in August 1949. A year later I volunteered for one year's active duty, and was assigned to an overseas station. Although I had had no previous military service I was allowed only \$118.35 for initial clothing allowance. Why shouldn't I be entitled to \$151.55, the same as a recruit?—T.J.R., CEGI, USNR.

• Initial monetary clothing allowance was \$151.55 only from 1 July 1950 through 15 Aug 1950. Effective 16 Aug 1950, Alnav 78-50 changed the value of this allowance to \$118.35. Although your letter doesn't give the exact date, you must have gone on active duty after 15 Aug 1950. If that is true, you did get the same initial clothing allowance that a recruit would have received.—Ed.

**You Must Pass GED Test**

SIR: In your story on the 1951 program for LDOs (p. 49, September 1950), you state that "After 1 July 1950, satisfactory completion of the GED test, high school level, will be required. This will be required of all applicants—even high school graduates—and the results must be available in the applicant's record."

My question is whether an LDO applicant who is a certified high school graduate and who has successfully passed the USAFI GED first year college level test will still have to furnish the GED high school level test results.

I realize that the above requirement is held in abeyance until 1 July 1951, but additional clarification will undoubtedly correct any misconceptions held by educational services personnel.—F.S.T., AMC, USN.

• Yes, all LDO applicants who participate in the 1952 program, which begins 1 July 1951, and in all subsequent programs, must have passed satisfactorily the USAFI GED tests, high school level. This will greatly assist the selection boards in comparing applicants' educational qualifications on a uniform standard. There will be no exemptions for education accomplishments.—Ed.

**Wave Warrant Appointments**

SIR: In your September 1950 issue, there was an article to the effect that no warrant appointments are open. Does this apply also to Waves?—E.L.D., YNC, USNR.

• No original warrant appointments are being made in either the Regular Navy or the Naval Reserve at this time from civilian sources or enlisted women of the Naval Reserve.—Ed.

**Transfer to Fleet Reserve**

SIR: If a man has completed over 20 years' service in the Regular Navy and reenlists for six more, does he have to complete three of these six years before he can request transfer to the Fleet Reserve, or may he request transfer to the FR after completing one year of this six-year enlistment?—G.L., UTC, USN.

• He may request transfer to the Fleet Reserve after completing one year of the six-year enlistment. See Article C-1402 (8), BuPers Manual, which states: "An enlisted person who has been discharged after completing 19 or more years service shall not be permitted to reenlist unless he first signs a written statement to the effect that. . . he voluntarily waives his right to transfer to the Fleet Reserve until he has completed at least one year of service in such reenlistment."—Ed.

**Making Up Lost Time**

SIR: What regulation requires the involuntary retention of personnel to make up lost time?—H.J.S., PFC, USMC.

• Article C-7817 (3), BuPers Manual; and Volume I, Chapter 10, paragraph 10258 (1), Mar Corps Manual. This is the way it reads in the BuPers Manual: "Any period of absence from regular duties on account of injury, sickness or disease resulting from the individual's intemperate use of drugs or alcoholic liquors, or other misconduct, is not 'time served' and must be deducted. Such time, day for day, as is lost for these cases in excess of one day must be made good before the enlistment is considered complete."—Ed.

**Broken Service Personnel**

SIR: I enlisted in the Navy for six years in November 1940. In February 1946 I was advanced to chief gunner's mate. I was honorably discharged in December 1946. In March 1949 I reenlisted for four years as a seaman first class, and was advanced to gunner's mate third class in February 1950.

From all the talk that is going around this base, all Reserves are coming back in with the rate that they left the Navy. I am a Regular Navy man, and I would like to know if there is now any possible chance of me getting any of my former rate back.—W.J.S., GM3, USN.

• As a member of the Regular Navy, you may remain in service until eligible for transfer to the Fleet Reserve or for retirement and, barring reduction in rating for disciplinary reasons—or for incompetency, your advancements are normally permanent and within your chosen career.

The Naval Reserves who are on active duty have been called away from their civilian occupations for a minimum of one year's service. At the end of this period, or when their services are no longer required, the Reserves will return to civilian life and resume work in their former employment or seek new positions. Current directives provide that those Reserves who served on active duty with the Regular Navy between 7 Dec 1941 and Sept 1946, and who decide to make a career of the Navy, may enlist in the Regular Navy only in the pay grades and under the conditions prescribed for broken-service reenlistment of Regular Navy personnel.

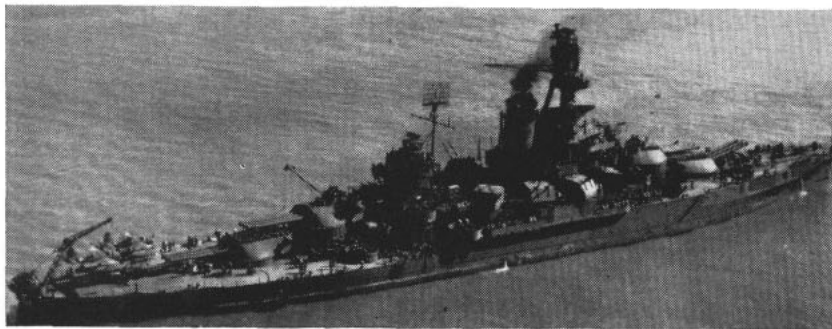
BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) is the only current directive for adjusting rates of broken service personnel and ex-USNR personnel. This authorizes adjustment as high as pay grade E-4 only. BuPers is not contemplating any higher adjustments of broken service personnel at this time.—Ed.

**Was Pennsy Last Hit?**

SIR: Am I right in stating that the last ship in World War II to be hit and damaged by enemy fire was the battleship USS Pennsylvania? I believe her damage was caused by a Japanese torpedo plane at Okinawa. If this is correct, can you give me the date? Thank you.—S.R.S., SK2, USN.

• You are probably right. USS Pennsylvania (BB 38) was hit and damaged on 12 Aug 1945, at anchor off Okinawa, when struck by an aerial torpedo. This attack, which occurred just 59 hours before the official announcement of Japan's surrender, resulted in the death of 20 men.

However, it is not definitely known whether this ship was the last to be damaged. Many ships' histories would have to be reviewed before this question could be settled for sure.—Ed.



USS PENNSYLVANIA—Valiant BB was torpedoed 59 hours before Japan's official surrender.

## Retirement for Temps

SIR: I will complete 20 years' naval service in 1955 and if I retain my present temporary commission I'll complete 10 years' commissioned service simultaneously. Under present law, will I be eligible for retirement at that time?—Z.T.S., LT, USN.

• Temporary officers aren't specifically included in the present 20-year officer retirement law, and there is nothing in the legislative history of the act to indicate that it's applicable to temporary officers whose permanent status is enlisted. Since the question of pay is involved, a definite answer could not be given until a ruling is received from the Comptroller General. As there are no temporary officers who have completed 10 years' commissioned service, the question is hypothetical at this time. It's not likely to be answered until the first case arises and is considered by the Judge Advocate General and the Comptroller General.—Ed.

## How to Compute Travel Time

SIR: A question has arisen as to the correct way to compute travel time. One contends that the day of departure is a day of duty, while another contends that the day of departure is a day of travel. Therefore, if you transferred a person on the first day of the month, allowing him two days' travel time, (with no delay or proceed involved) what hour and date should he report?—J.R.R., YN1, USN.

• An enlisted member transferred on the first day of the month and allowed two days' travel time (with no delay or proceed time involved) must report to his new station by 2400 on the third day of the month unless an earlier time for reporting is indicated in the orders. For example:

Jan 1—day of departure (day of duty).

Jan 2—travel time.

Jan 3—travel time (report before midnight).—Ed.

## No Double BAQ

SIR: As I understand the Dependents Assistance Act of 1950, the "Queen Allotment" is paid to the dependent either voluntarily or involuntarily. My question is, what reimbursement provision for quarters is made to an enlisted man in his own right when he is not quartered by the government?—J.D.K., HMC, USN.

• If a person, either officer or enlisted, is receiving a basic allowance for quarters as a member with dependents, there is no provision for payment of BAQ to the member himself if he is not assigned government quarters for his own use.—Ed.



MAIL CALL is important 'copter duty. There are no Reserve training helicopter units.

## No USNR 'Copter Units

SIR: I am at present in a Volunteer Reserve status and a former VO-VCS pilot with a desire to become associated with a Reserve helicopter unit if such exists. I am willing to travel a reasonable distance to attend drills. Has the Naval Reserve made any plans to establish helicopter units?—W.A.L. Jr., LT, USNR.

• There are no Reserve units for helicopter training at the present time. Establishment of this type of unit has been proposed in plans for the future, but lack of availability of helicopters and trained personnel will prevent any early action on the plan.—Ed.

## Postal Clerks Do a Big Job and Are Held in High Regard by Shipmates

SIR: This isn't a letter of inquiry, but rather a letter of comment on an article that appeared in the September issue of ALL HANDS (p. 12). The item was headed "NOB Kodiak Receives Record Load of Mail," and states in part that the postman dumped 7,225 pounds of mail into the laps of eight postal clerks and that they had it all ready for mail call next morning.

Since reading that, I've come to the conclusion that postal clerks are very poorly distributed in the Navy.

The records of my little post office as well as the personnel on the Pacific atoll where it is located will vouch for me when I make the following statements:

I have received twice that amount of mail several times, with a couple of thousand pounds left over.

In three "batches" of mail during a period of less than two months in the fall of 1950 I received a total of 44,650 pounds, not counting what arrived in smaller amounts on planes and other ships.

The point of this is that I'm the only postal clerk on this island. There-

## Promotion Zones

SIR: I am interested in learning the inclusive register numbers that are included within the 1950 promotion zone being considered for promotion from lieutenant junior grade to full lieutenant in the Naval Reserve. Any specific information you can furnish will be appreciated.—R.S., LTJG, USNR.

• Here is all available information regarding promotion zones of Reserve officers:

The 1950 selection boards considered: (1) LTJGs for promotion to LT with a date of rank of 1 Jan 1946 or earlier and register numbers through 202136; (2) LTs for promotion to LCDR with a date of rank of 1 July 1944 or earlier and register numbers through 67882; (3) LCDRs for promotion to CDR with a date of rank of 1 Oct 1944 or earlier and register numbers through 13510; (4) CDRs for promotion to CAPT with a date of rank of 1 Nov 1942 and register numbers through 1215.

The 1951 selection boards will consider: (1) LCDRs for promotion to CDR with a date of rank of 20 July 1945 and register numbers through 1565396; (2) CDRs for promotion to CAPT with a date of rank of 18 Nov 1942 or earlier and register numbers through 1236.5.

To answer your question specifically, promotion zones for 1951 for LTJG to LT, and LT to LCDR have not yet been firmly established. They will be published in ALL HANDS and the NAVAL RESERVIST as soon as they are.—Ed.

fore, I am the only man allowed to enter the post office, and must do all the work myself. And I have never yet failed to hold a mail call on all the air mail and first class mail and at least a part of the parcel post on the day of arrival. Only once have I failed to have all the parcel post ready for delivery by the next morning.

Although my one-shot deliveries of 14,000 to 15,000 pounds of mail sound like record loads to me, they may not be. Around 20 Oct 1950 the postal clerk at Ponape island received 500 sacks of mail, which I would estimate weighed approximately 27,000 pounds. How would those eight men like to tear into that? Thanks for listening.—M.G.H., TESN, USN.

• Thank you for writing. While apparently the big delivery at NOB Kodiak set no Navy-wide record, perhaps it set a NOB Kodiak record. Regardless of who the Navy's prize mail sorter may be, you're all held in high regard throughout the service. Mail call and chow call are what keeps the Navy's manpower in good mental and physical health.—Ed.



**Boatswain's Pipe or Call?**

SIR: On p. 47 of the November 1950 ALL HANDS you go into the history and purpose of what you call a "boatswain's pipe." It is my belief and the knowledge of my skipper that this instrument is actually a "boatswain's call" and the whistle or music or sound (noise, if you prefer) is what should be termed the "pipe."—A. D. H., YNC, USN.

• Noah Webster agrees with you, but that Noah wasn't the one who went to sea. Other more salty authorities have other ideas.

Knight's Modern Seamanship states that the instrument is a "pipe, a small, shrill whistle used by a boatswain's mate in passing a call or in piping the side." The instrument also is called a pipe in references such as Bradford's Glossary of Sea Terms, Lovette's Naval Customs, Usages and Traditions, and Bell's Room to Swing a Cat.

The BuPers Manual of Qualifications for Advancement in Rating informs us that a boatswain's mate shall be able to "pipe common shipboard calls," and the BuPers Manual of Enlisted Navy Job Classifications says a boatswain's mate "pipes calls over the ship's public address system." The BuPers Navy Training Course for Boatswains terms the instrument a "pipe" and that which is passed through it "the call."

Finally, if you are of the school which considers the Bluejackets' Manual the Navy "Bible," you will have to be content with the knowledge that the boatswain's pipe at one time was used in the English navy as a badge of rank, and that although about 1671 it was referred to as a "call," in our Navy it is most generally called a "bosun's pipe."

So whether you term it a "pipe," "call" or "whistle" depends on what authority you recognize.—Ed.

**Transfer from USNR to USN**

SIR: On 26 Sept 1950 I was recalled to active duty as GM3, USNR. I would like to know the proper procedure for shipping over in the Regular Navy and retaining my present rate.—J.S., GM3, USNR.

SIR: Are there any contemplations in the Navy Department of allowing active duty Reservists now serving with the operating forces to reenlist in USN at their present rates, providing they are below CPO?—V.L.McC., YNT1, USNR.

• A program to provide for voluntary transfers of Naval Reservists on active duty to the regular Navy is currently being formulated. This plan will be announced by BuPers circular letter in the near future. ALL HANDS will also carry a coverage of the policy and procedure as soon as it is released.—Ed.

**PO Evolution Sheets**

SIR: From June to August, when the first evaluation sheets were submitted on chief and first class petty officers, I was enroute to recruiting duty. Should my last permanent duty station submit an evaluation sheet on me, or am I just out of luck this year?—E.L.M., MEC, USN.

• For record purposes, it is suggested that an evaluation sheet be submitted from your present duty station. Since it would be impossible to submit a full report for such a short period, details of why your report was not submitted before should be included.—Ed.

**From Marines to USNR?**

SIR: On 23 July 1946 I was released from active duty from the Navy as lieutenant (junior grade), USNR. On 8 Mar 1950 I resigned my Naval Reserve commission to enlist in the Marine Corps. In between these dates I made two attempts to be placed on active duty. Of course, under peacetime conditions, my fields—welfare and recreation, intelligence, and demolitions—were closed. Although I was classified (D), qualified to stand a deck watch, no voluntary applications were being accepted. Now, however, I noticed that ALL HANDS states that some applications are being accepted. Is there any way that I, being now in the regular Marine Corps, may be reinstated with a commission and active duty in the Naval Reserve?—D.C.G., PFC, USMC.

• There is no way whereby a member of the Marine Corps may be reinstated in the U.S. Naval Reserve.—Ed.

**Instructor Duty**

SIR: I have been officially notified that I'm on the waiting list for recruiting duty assignment. I have heard unofficially that there will be no assignments to recruiting duty from the waiting list in the near future, due to the Korean situation. I would appreciate any information available on this. Also, I'd like to know if there is still a need for instructors (electrical) and if so, what schools have billets for ICC ratings.—J.R.B., ICC, USN.

• There is a continuing need for qualified instructor personnel. Requests for instructor duty should be submitted to BuPers in accordance with BuPers Circ. Ltr. 38-49 (AS & SL, Jan-June 1949). ICC ratings are utilized as instructors in BuPers controlled schools at the following activities: RecSta, Norfolk, Va.; RecSta, Washington, D.C.; NTC Great Lakes, Ill., and NTC San Diego, Calif.

BuPers doesn't anticipate that assignments to recruiting duty will be made from the waiting list in the near future.—Ed.

**More on Trailer Transportation**

SIR: I read with interest the letter and answer entitled "Allowance for Trailer Travel?" in the September ALL HANDS (p. 26). I understand there exists a BuSandA letter which states that reimbursement for transportation of trailer furniture in cubic feet at the cheapest rail freight rates is authorized upon request. Is this correct?—R. Z. W., QMC, USN.

• BuSandA letter L20-4/L19 (STR-5) of 16 Mar 1949 states that a house trailer is not considered as a shipping container for transportation of household goods and that shipment is not authorized at public expense. However, it is stated that the individual can, if desired, submit a claim for reimbursement of cost and forward it to the Navy Regional Accounts Office, Washington 25, D. C. This office, it is stated, will process the claim and forward it to the General Accounting Office for final decision. But, since there is no authority under current laws and regulations for the shipment of trailers, with or without contents, such claims are not allowable. That is, they are not reimbursable.

At the same time, household goods—not "built in"—can be removed from a trailer and transported at government expense the same as furniture used in any other habitation.—Ed.

**No Allowance for Awards**

SIR: I understand that some time in the past provision was made to count combat air patrols as missions for award purposes. If that policy is still in effect, what course of action should I take to obtain credit for combat air patrols not at present counted as missions? Also, what compensation, if any, is an enlisted man holding the Distinguished Flying Cross entitled to?—C.C.W., AOC (AP), USN.

• The World War II practice of basing awards on the number of missions flown is no longer applicable. The Career Compensation Act of 1949 abolished monetary allowances for awards.—Ed.

**Fire Fighting Personnel**

SIR: It is my honest opinion that military personnel trained in structural fire fighting should be permitted to continue in the fire fighting service. Their knowledge of fire prevention and fire fighting is of great value and is an asset to the naval service which should not be lost. However, when fire department personnel have completed their duties ashore they are usually sent aboard ship, and their valuable training is lost to the naval service.

I believe that with the growth of the Navy and the necessity of keeping outlying shore activities manned it would

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **USS Shangri-La (CV 38):** The reunion tentatively planned for some time in 1950 has been postponed indefinitely. Interested persons should write to William A. Harper, Ward 211, Cushing VA Hospital, Framingham, Mass.

• **VP-14, VP-52 and VP-72:** All former members of these squadrons who are interested in a future reunion in the Norfolk, Va., area should contact LT C.P. Sonneborn, USN, Staff, Commander Utility Wing, Atlantic Fleet, Bldg. SP-2, NAS Norfolk 11, Va. Proposed time for the reunion is July or August 1951.

be better to keep qualified and experienced military personnel in shore fire departments. Also, it is my opinion that a new rating should be established for structural fire fighters. This would enable personnel to continue as structural fire fighters throughout their naval careers.—J.C.H., DC2, USN.

• A study of this problem was initiated by BuPers last year to determine whether it would be practical to include qualifications for structural fire fighting in the damage controlman rating and to establish a new emergency service rating of DCF (fire fighter). As a result of this study, it was considered undesirable to incorporate these qualifications in the general service rating of damage controlman, due to the following factors:

(1) The only need for men qualified in structural fire fighting is with fire departments at naval shore establishments. Incorporating the qualifications for structural fire fighting in the damage controlman rating would make it necessary to train all damage controlmen in structural fire fighting. It appears that this would be inadvisable and uneconomical since only a few of the total number would ever be assigned duty requiring proficiency in that line.

(2) The training in structural fire fighting being conducted under the fire marshals of various naval districts is excellent. It is doubtful that this training would be improved either in quality or number of graduates by incorporating the qualifications for structural fire fighting in any one rating.

As you may know, personnel with training and experience in structural fire fighting may be assigned a secondary enlisted Navy job classification code of 3432, Fire Fighters, Shore Station. This code is then entered in the service record and becomes a permanent part of the man's record in the Navy.—Ed.

## PO Exam Questions

SIR: BuPers Circ. Ltr. 102-50 (NDB, 30 June 1950) states that all pages of the enlisted service record will be replaced with new type pages. Since this letter is the only publication I know of that gives any information regarding the new pages, I wonder if: (1) Will the service-wide examination for YN3 to be held in January 1951 contain questions pertaining to the old or new pages? (2) Will the examination contain questions pertaining to the various training publications listed in BuPers Circ. Ltr. 187-49 (AS&SL July-Dec 1949)? (3) Are there any revised training courses for YN3? The present course contains nothing but obsolete material. (4) If new training publications have been prepared, will they be ready for distribution before the exams held in January 1951?—A. T. B., YNSN, USN.

• (1) The January 1951 examination for YN3 will contain questions based on the old service record pages. However, examinations now under construction for administration in July 1951 will contain items based on the new enlisted service record. (2) Yes. All advancement in rating exams are based, in general, upon training publications listed in BuPers Circ. Ltr. 187-49. In some instances, materials listed for particular ratings are inadequate and it has been necessary to supplement this material through the use of additional Navy and commercial publications. (3) A revised training course for YN3 and YN2 is being printed. (4) BuPers' Training Division states it will be ready for distribution at an early date, but cannot be certain it will reach candidates before the January 1951 examinations.—Ed.

## Uniform Isn't Changed Much

SIR: There has been quite a bit of discussion of the new uniform among us Reservists recalled to active duty. We know that information on the uniform was printed in earlier issues of ALL HANDS, but that was before we became interested. Would you describe the new uniform again, and tell me when personnel start wearing it?—W. D. C., RMN3, USNR.

• The "new" enlisted man's uniform is very little different in appearance from present day uniforms. Major changes include a cuffless jumper and trousers with pockets and a zipper fly front. As a result of serviceability tests conducted among personnel of the Atlantic Fleet, the "coat-shoulder" of the jumper and the "fore-and-aft" outside creasing of the trousers have been discarded. The trousers will continue to be creased inboard and the jumper will retain its present "shirt shoulder." The modified uniform is scheduled to replace the present uniform on 1 July 1952.—Ed.

# HERE'S YOUR NAVY

While spaces inside a ship are divided by bulkheads instead of walls, and passageways aren't halls, many things in and about the Navy's vessels do have



shoregoing names. In almost every case, however, the familiar name means something entirely different from what you would expect it to.

★ ★ ★

Go down in the bottom of your ship, and you'll find floors, for instance. As a rule, floors in ships are wide web beams which stand up on their edge inside the ship's bottom. Sometimes the ship's bottom itself is called the floor. The



ceiling, where there is any, won't be overhead. It is a sort of lining inside the ship's ribs or frames. It may be continuous—for good appearance—or intermittent to keep cargo away from the ship's skin.

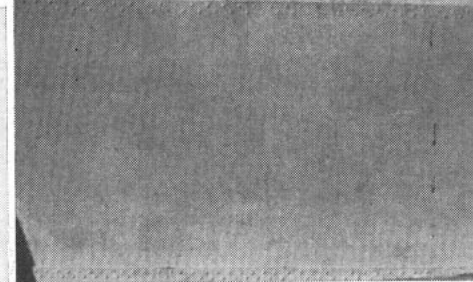
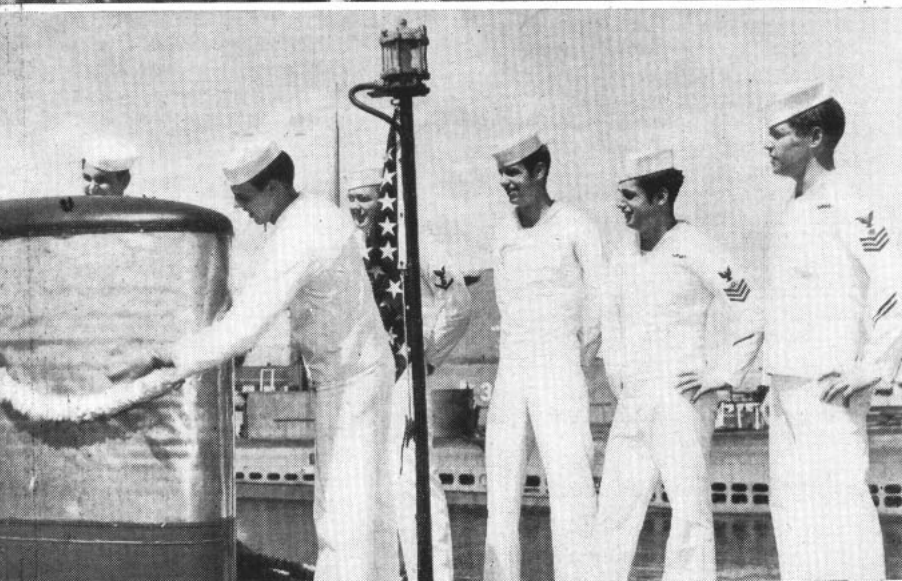
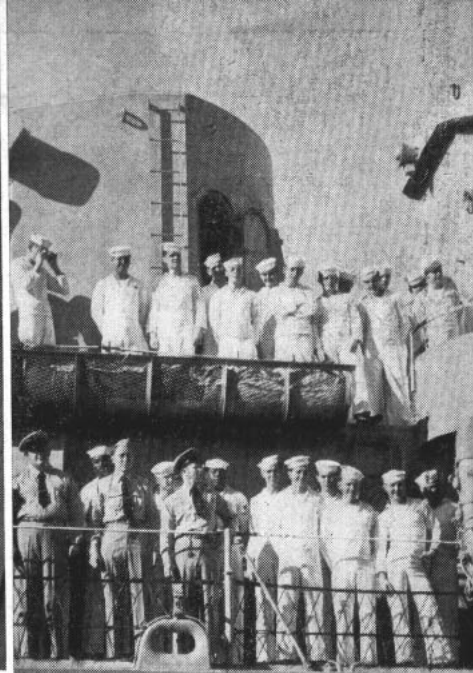
★ ★ ★

While a ship might not have a store, it will usually have a counter—the underside of the stern's overhang. No roof, but a peak—the end of the gaff, from which the colors are flown under way. No chassis, but fenders—the familiar pads of manila or wood for



protecting the ship's side from denting or scratching. And like a house, almost every ship has a yard—in this case the crossarm on the mast, used to support antennae and signal flags and lights.







# TODAY'S NAVY



## SecNav Gets First-Hand View of Navy and Marines In Action During Trip to Far East and Alaska

After a three-week inspection trip to the Far East, Secretary of the Navy Francis P. Matthews was back in Washington with first-hand impressions of the Navy and Marine Corps in action.

"I've been waiting to see the situation out there first-hand for some time," he said, referring to the Korean area.

One night was spent on board the battleship *Missouri* (BB 63), flagship for the Seventh Fleet. The next day he was whisked off by helicopter to the carrier *Philippine Sea* (CV 47), where he watched *Corsairs*, *Skyraiders* and *Panthers* take off on air strike assignments. Later, he witnessed the carrier's 31,000th landing.

At Tokyo the Secretary of the Navy told correspondents that a

large part of the world misunderstood the American mind. "We must convince the world of the cardinal fact that no country has a single thing which the United States wants," he said.

Included on the itinerary were stops at Pearl Harbor, Kwajalein, Philippines, Okinawa and Tokyo on the way out, and the Aleutians and Alaska on the return. (Picture on page 34).

## Navy-MarCor Play Vital Role

Under the watchful eye of fleet bombardment vessels and a sky cover of Navy and Marine Corps planes, evacuation of 60,000 United Nations troops from Hungnam harbor in North Korea was underway.

A rearguard of picked U.N. troops held a perimeter defense line around a 14-mile radius of the harbor in the first several days of the movement. First to go were the casualties in the historic drive toward the sea of the beleaguered Tenth Corps. They were flown to Japan or taken on board waiting hospital ships.

Landing craft made the ship-to-shore runs and back night and day. Equipment and supplies were taken on board Liberty and Victory ships, and troopships stood by to take personnel.

Troops evacuated included U.S. Marines and Army men, South Koreans, a Puerto Rican regimental combat team, and a few British.

### ← The Navy in Pictures

**HULA GIRL**, famed trademark of Pearl Harbor, T. H., greets men of USS *DeHaven* (DD 469) as ship pulls up to pier (top right). Top left: Six Wave recruits at Seattle get preview of regulation handbag from Henrietta Griset, JOSN, USN. Left center: Members of new guppy-type USS *Pickrel* (SS 524) place huge lei on ship's superstructure upon return from Korea. Lower left: Charles Hayes, AD1, and two children, Janice and Terry, watch pet fawn eat her noon meal. Lower right: Wave Patricia Wood and her brother, Leo Wood, AA, USNR, greet pop, Bryon Wood, YN2, at Los Alamitos, Calif.

## YESTERDAY'S NAVY



The first salute in Europe to the Stars and Stripes occurred on 14 Feb 1778 while John Paul Jones was at Quiberon Bay in France aboard 18-gun American cruiser *Ranger*. *Maine* sunk at Havana 15 Feb 1898.

## FEBRUARY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			



SECNAV Francis P. Matthews chats with R. G. Hale, PH2, at Kodiak during a tour of the Pacific area.

### Evening Dress Uniform

A new evening dress uniform for Marine Corps women has been approved by the Secretary of the Navy. Patterned after the male Marines'

full dress uniform, the new women's uniform will be worn by all women officers at state and diplomatic occasions and other functions where evening dress attire would be required. It consists of a midnight blue mess jacket with a straight, formal skirt slightly flared at the hem, over a tailored blouse of white silk. The blouse is trimmed at the waist with a scarlet silk cummerbund. The jacket, which bears a dozen gilt buttons—six on each side—is worn open. Its scarlet rolled collar is adorned with gold and silver bullion embroidery in the form of oak leaves and acorns, as are the cuffs of the sleeves.

A broad, square-tipped tie is worn at the neck, held with a silver tie-ring bearing the Marine Corps officers' dress ornament. The rank insignia is embroidered in silver bullion on the shoulder tabs. Small replicas of the Marine insignia, in silver and gold bullion, are attached to the collar points. The headpiece is a tiara of scarlet wool, also embroidered with oak leaves and acorns. Short gauntlet white gloves and a small envelope-type handbag, to which is



MOVIE STARS Gary Cooper and Jane Greer get a briefing at Norfolk, the site of the filming of 'USS Teakettle.'

clipped a detachable rank insignia, complete the ensemble.

The uniform was designed by Mainbocher, who also designed the Waves uniform.

## One Man 'Swims' New Underwater Movie Camera Into Action

Navy underwater workers have a new item in their catalog of equipment—a submarine movie camera that can be "swum" into position by one man and operated at depths down to 200 feet.

This camera, a French-built "Aquaflex," is the first completely mobile 35-mm movie camera to be used by the Navy. Its adaptation for underwater use in the Navy came about largely through the efforts of two enlisted men. The two—R. R. Conger, AFC, USN, and G. E. Darragh, PH2, USN, are stationed at the U.S. Naval Photographic Center, Anacostia, D.C. A high-priority project for the device will be that of making training films for deep-sea divers.

The camera itself is enclosed in a steel "blimp" with a glass front. The blimp is only a couple of feet long and approximately a foot in diameter, but with its contents and attachments it weighs 107 pounds when out of the water. In the water, it can be adjusted to weigh only a few ounces, or nothing at all. It can be made to have positive buoyancy, too, so it will float to the surface if turned loose. Airplane-like wings and rudder are attached to the casing, allowing the operator to steer the camera up or down, or right and left, as he moves through the water under swim-fin power.

When the operator is equipped with a "self-contained" face-mask-type diving outfit, he is entirely independent of outside aid. He performs all tasks con-

cerned with running the camera which, also, is independent of topside assistance.

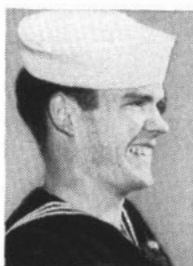
In addition to training divers, films made by use of the new camera are expected to be valuable in the fields of science and industry.



WEIRD LOOKING sea-going camera weighs only a few ounces submerged, floats to surface when released.

## From Seaman to Solon

Before Milo W. Sutton, SN, USNR, reported for active duty on board USS *Entemedor* (SS 340), he filed as



Milo W. Sutton, SN

a candidate for the Kansas state legislature. After the election the 21-year-old seaman got the word; he had been elected. His family and friends had carried on his campaign after he reported for active duty.

Sutton requested permission from the Navy to remain on active duty except when the Kansas legislature was in session. The skipper of *Entemedor* scratched his head over the request, decided that BuPers had better decide on the matter.

The Navy Department decided the youthful legislator would be kept busy with his law-making duties, released him from active duty.

## Navy Helps Open New Bridge

A platoon of rifle-bearing sailors from the Tacoma Group, Pacific Reserve Fleet, did much to dramatize the opening of the new 5,800-foot bridge across the Narrows of Puget Sound. Many thousands of spectators jammed all vantage points near the bridge while the rites were in progress.

The new bridge replaces one that was destroyed by wind in November 1940. It forms a vital link in the traffic system of the Pacific northwest, tying in the Olympic Peninsula and the Bremerton Naval Shipyard to the mainland area of the state of Washington. Many other Navy activities lie within a radius of a few hundred miles, all of which will benefit by the bridge. The \$18,000,000 structure has a suspended central span of 2,800 feet and rises high enough above the water to permit passage of the tallest ships.

During the opening ceremonies a destroyer, USS *Charles E. Brannon* (DE 446) hovered in the swift waters nearby. A group of Navy and civilian dignitaries formed the nucleus of ceremonies on the bridge itself. Rear Admiral Daniel E. Barbey, Commandant of the 13th Naval District, cut the ribbon barrier, opening the new bridge to traffic.

## Land-Lubbin' Pup Makes Navy His Career

"Jason? What a name for a dog!" This is the usual remark when one first hears of the mongrel mascot of the Naval Receiving Station Quarters "K" in Washington, D. C.

According to an ID card in the custody of the personnel office, Jason is a scrounger first class, USN; is part chow and other breeds (unknown); is brindle-tan in color, 18 inches tall, weighs 35 pounds; was born sometime in 1947. He was USNR but shipped over to the Regulars when he learned of the Korean situation.

When but a three-day-old pup, Jason found himself assigned in some manner or another to Quarters "K" and has never put in for a transfer. Having seen nothing but shore duty, he hardly could be classified as a sea dog but without question he is strictly Navy.

Jason has no liberty card, but never let it be said that he is not a liberty hound. He's been AWOL more times than the boys at the quarterdeck care to tabulate. But he always comes back (generally when he's hungry) and when on board his performance of duty rates a 4.0. He attends morning muster with ship's company in front of the administration building and, after colors, having the general welfare and safety of the station at heart, he often can be seen making a thorough check of all fireplugs. At night he is a constant companion of the duty MAA as he makes his rounds of the barracks.

Just as he has no liberty card, neither does he lay claim to a chow pass, but mess cooks are his special friends. Were volume of consumption any measuring stick, Jason's weight should be 135 rather than 35. Occasionally, of course, and for reasons best known to himself, he misses regular mealtime. In such event, he puts in to the personnel office for a can of dog food or reports to the quarterdeck where there is always some little tidbit like a ham bone or bucket of meat scraps stowed away for his particular benefit.

If life at Quarters "K" hits a dull spot or becomes too humdrum for Jason's adventurous spirit, he's apt to hitch a ride on a Navy bus headed across the Potomac for the

gun factory, air station, or receiving station at Anacostia.

But all has not been the proverbial bed of roses for Jason. Some of his older acquaintances will recall the time he was struck by a vehicle and suffered a rear leg fracture that kept him limping around in a plaster cast and splints. Once he walked smack into a puddle of strong lye during some disinfecting proceedings. Two paws were burned so badly they required treatment and bandaging. Normally, Jason might have been able to hobble about his business despite this unfortunate circumstance, but it so happened that both of the disabled paws were on the same side. Because of this predicament, he found it necessary to maneuver in a sort of starboard hopping fashion, description of which defies the imagination.

All in all, Jason's existence seems to be motivated entirely by notion. Should the spirit move him he would doubtlessly set forth to fetch golden fleece much after the manner of his namesake in Greek legend.

As for fleas, the Quarters "K" fixture has his normal allotment. "After all," says Jason, "a reasonable number of fleas is good for me. It keeps me from brooding over being a dog called Jason—what a name for a dog!"—E. J. Jeffrey, JOC, USN.



JASON, scrounger first class, joined up as a Reserve but shipped over USN after the Korean outbreak.





TOP TO TOE winter clothing protects Marine from the severe cold. Hood covers steel helmet. Alpaca-lined overcoat fits over his full uniform and can be wrapped around his feet when man is crouched in a foxhole. Leather mitten "shells" are worn over wool mittens, both have a trigger finger. The two-in-one boots also have inner soles.



## Cuban Courtesy Call

Men of the fast transport *USS Maloy* (DE 791) took part in some Caribbean pageantry when their ship joined with Mexican and Cuban ships in a Cuban historical observance.

Following the course set in an early Cuban move for independence, *Maloy* left New Orleans in company with two Cuban naval vessels—the frigates *Maximo Gomez* and *Antonio Maceo*. Like the flotilla of old, which also consisted of one American ship and two Cuban ships, the group proceeded to Progreso, Mexico, on the tip of the Yucatan peninsula.

While the ships were at Progreso, the Mexican government treated their crews to tours of nearby ruins. Armed with cameras, the men happily prowled Toltec and Aztec structures which were old before Cuban—or American—independence was ever thought of. A *Maloy* parade unit, along with similar units from the Cuban ships, was transported to the town of Meridia to take part in ceremonies conducted by the Mexican government.

Two Mexican navy ships, the patrol vessels *David Porter* and *Virgilio Uribe*, joined the group at Progreso. The five then proceeded to Cardenas, Cuba, site of the first raising of the Cuban flag 100 years ago. There, 38 *Maloy* men again paraded, adding color to the commemorative flag-raising ceremony.

In Havana, Cuba, on the following day, men of *Maloy* once more participated in a parade. As a climax

to the Havana fete, the president of Cuba personally raised the original century-old flag first raised by General Maximo Gomez during his early struggle for Cuban independence.

Cuba did not actually gain independence until 1898—almost half a century after General Gomez's valiant voyage.

## Inventor-Chief Completes 32 Years in Navy

The Navy lost a good inventor when Hyde A. Harman, EMC, USN, went out on 32, but if inventiveness runs in families everything will be all right. The chief's son, Paul, LI3, may carry on the tradition.

Chief Harman took his boot training at Norfolk, Va., in 1919. After that, he went to electrician's school, and then to submarine school in New London, Conn. Submarine duty followed, aboard what today are considered to be some really old-time subs: *uss K-2*, *uss E-1* and *uss E-2*. Next, the chief served aboard the submarine tender *uss Canopus*, then in the submarine *uss S-19*.

It was while serving aboard *S-19* that the chief made a name as an inventor. He developed an automatic steering device which he

## NAS Squantum to Close

To ease the air traffic situation in the Boston, Mass., area, the Navy plans to close the Naval Air Station, Squantum, Mass., and transfer its air activities to the Naval Air Facility, South Weymouth, Mass.

The move was prompted by a recommendation of the Civil Aeronautics Administration that flight operations in the Boston area be reduced to increase the safety margin. According to the CAA, air traffic from Boston's civilian airport and that from NAS Squantum are in conflict.

The move however will be made only if funds are available for necessary improvements to the South Weymouth field.

Relocation of Reserve air units at South Weymouth, after necessary developments have been completed, will enable these units to maintain their high state of readiness and operate modern aircraft with greater efficiency and safety. In addition, a lighter-than-air squadron now at Squantum will be provided with better facilities at the South Weymouth field, including a blimp hanger.



H. A. Harman, EMC

adapted for the S-type submarines, for the smaller "R-boats" and for fleet-type subs. Harman received the CO's letter of commendation for this accomplishment, and it was during his eight years aboard *S-19* that he made chief.

Time moved on, and brought transfers: to the school submarines *uss O-4* and *R-4*, to Portsmouth, N.H., for additional development of his steering device, back to *R-4*. In 1941 Harman was promoted to the temporary rank of electrician; he was reverted to CPO in 1947.

In 1949 it was New London some more, with the chief serving in the engineering and repair department. He turned to at the task of modernizing the electrical gyro shop while maintaining the regular work load in the shop. Accomplished it so well that he received another letter of commendation.

Thirty-two years is a mighty long time, the chief thinks—long enough to entitle a man to go fishing. Personnel at New London, saw him off in a ceremonial manner.

## Four-Time Plank Owner Spends 30 Happy Years in the Navy and Retires

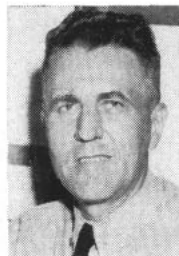
He may not have known it at the time, but a young man named Chester Lovell was starting a very successful career in the summer of 1920, when he first stepped into a Navy recruiting office. It was a career destined to last more than 30 years, and to end with Chester Lovell holding the rank of commander, USN.

Young Chester Lovell enlisted as ASEG on that day back in 1920—apprentice seaman, electrician, general. After recruit training he underwent 32 weeks' instruction in a Navy electrical school, graduating as EM3/c. He was then transferred to the gunboat *uss Dolphin*, a small ship on patrol duty.

In 1922 the young man helped put the submarine tender *uss Canopus* in commission. His interest

in submarines was fired by duty aboard this ship, and he obtained a transfer to the submarine school, New London, Conn., for the submarine training course.

After completion of this course, the submariner helped commission the old-time sub *uss V-2*, and later the submarine *uss S-48*. Early in the 1930s, Chester Lovell, then a chief electrician's mate, abandoned submarines—but not his role as a “ship - commissioner.” In 1934



CDR Chester Lovell

he helped commission the cruiser *uss San Francisco* (CA 38)—making himself a four-time plank-

owner. Aboard this ship he was promoted to warrant electrician.

Next came duty aboard the aircraft carrier *uss Ranger* (CV 4) as electrical officer, then duty at Submarine Base Pearl Harbor as officer in charge of the electrical shop—in the rank of ensign. Other promotions followed, as did other assignments, ashore and afloat. Last rank and assignment before retirement was: Commander Chester Lovell, USN, Repair Officer, U.S. Submarine Base, Pearl Harbor, T.H.—a long way up the ladder from apprentice seaman, electrician, general.

Upon his return to civil life, CDR Lovell said, “I’ve spent 30 happy years in the Navy, and I’d like to spend 30 more years in it if I could.”

## How High Is the Ocean?

Discovery of a range of mountains never before known to exist is attributed to an expedition conducted jointly by the University of California and the U.S. Navy.

Although the “new” mountain range is approximately 1,000 miles long and 100 miles wide, and has peaks as much as 14,000 feet high, its existence was unknown. How

could such a massive ridge be concealed from the eye of man? By an ocean, that’s how. The tallest peaks are thousands of feet below the blue Pacific.

The latest-discovered underwater range extends from the Hawaiian Islands to Wake Island. The Hawaiian Islands themselves are the highest peaks of a similar range—peaks which simply are tall enough to stick out of the water.

Two vessels bearing personnel of the U.S. Navy, the Scripps Institution of Oceanography, Stanford University, and two California universities made the discovery while taking echo-type soundings in the mid-Pacific. Discoveries of this kind are of particular value to geographers, oceanographers, and students of plant and animal distribution in the Pacific. Who knows? Perhaps these submerged sea-mounts were once verdant tropic isles.

## Smokeless Powder Jato

A light-weight jato unit employing smokeless powder and developing a thrust equal to that of present heavier models has been developed by the Navy.

The new jato units will be used on military aircraft of the three services, all of whom contributed funds toward development of the rocket. Weight saved will add to the pay

load of aircraft which requires jato in take-offs from aircraft carriers or runways.

Jato is being used increasingly by the Navy. It vastly decreased the distances needed for take-off by heavy aircraft, and assists planes in becoming airborne with bigger payloads. For example, without jato the 155,000-pound Navy *Mars* requires 85-90 seconds to take-off. With jato, this time is reduced to 51 seconds.



NAVY BROTHERS, Cleo J. and Irwin C. Ferguson (right), both BMC, USN, serve with Honolulu’s police force.



ENGLISH PROF W. Van Vactor, University of Washington, has been recalled to duty as seaman by 12 ND.

# **U.S. Navy Honors Swedish King**

The strains of Chopin's *Funeral March* echoed from the storm-swept walls of the Royal Palace in Stockholm, Sweden, as U. S. Navy Band Unit 154 of the Flag Administrative Unit of CinCNELM played final tribute to the casketed remains of Sweden's grand old monarch, Gustav V.

Flanked by a landing party from the destroyers *uss Soley* (DD 707) and *uss Furse* (DDR 882) on one side and a detachment of U. S. Marines from the heavy cruiser *uss Columbus* (CA 74) on the other, the band played from a point at Riddarholm immediately opposite the Royal Palace, setting a marching pace for the dignitaries of Europe who followed the casket.

The Navy band, which is on duty in London, England, marched through the streets of the Swedish capital from the dock where the destroyers *Soley* and *Furse* were tied up to the point on the procession route assigned them. An estimated 100,000 Scandinavians lined the streets, braving a driving snow storm to witness the funeral procession of their monarch. The guns of *Soley*



**STONEFACED** Ed Sullivan, television master of ceremonies, relaxes into smile as Wave Dolores Caldwell fixes tie. Sullivan was on tour of 1st ND activities.

and *Furse* roared out in the salute of all warships and batteries in the capital.

Rear Admiral Walter F. Boone, USN, Deputy CinCNELM, and Captain Walter C. Ford, USN, CinCNELM's intelligence officer,

marched with Gustav VI, Sweden's new king and the kings of Norway and Denmark in the procession.

The cortege was headed by the massed standards of the armed forces of Sweden, carried by officers of the Swedish Army, Navy and Air Force in full dress uniform. They were followed by the late king's horse, "Dukat," led by two royal horsemen.

On an open wagon, draped in red with golden crowns and drawn by six black-draped horses, the casketed remains of the king who had reigned for 47 years was borne from the Royal Palace, past the U. S. Navy's representatives and along a route lined by 6,500 Swedish troops to the place of burial in the pantheon of Swedish kings, beside his predecessors of seven centuries.

King Gustav VI personally commended the U. S. Navy men from *Soley* and *Furse* and the Marine Detachment from *Columbus* for their performance during the funeral ceremony. Expressions of praise and appreciation came to them from Vice Admiral Helge Stromback, Commander in Chief, Royal Swedish Navy, and high officials of many other nations.—Kenneth Barnsdale, JO1, USN.

## **Russians Return Icebreaker**

The icebreaker *uss Atka* (AGB 3) has been returned to the U.S. by the U.S.S.R. The vessel was lend-leased to the Russians during World War II.

Originally commissioned by the

## **PO3 Puts Indian Sign on Navy to Make Chief**

Although he didn't have a visor on his cap or brass buttons on his coat everybody knew he was a



**WAR PAINT** and feathered regalia made C. "Fiery Tongue" Matthews, AT3, chief for a day at Pensacola.

chief. He looked every inch the part—full headdress, tassled breeches, beaded moccasins. His name, he said, was Fiery Tongue.

He came padding into the OOD's office at Corry Field, Pensacola, Fla., and said he wanted to join the Navy. Strange thunderbirds had been flying over his reservation for a long time, and at last somebody had told the chief that they were the Navy's flying machines. Mister Fiery Tongue thought he'd like the job of tending them.

People at the auxiliary air station took it all in their stride, and let the applicant try on a few planes for size. Fiery Tongue said he liked the helicopters best; their gait was much the same as that of his pony on the reservation.

Cameras flashed and people stared, but Fiery Tongue didn't get to sign up in the Navy. You see, he was already in—had been for some time. The real name of the warrior was, and is, Charles Matthews, AT3, USN. Indians are his hobby, and he's an expert in the field of Indian dances.



U.S. Coast Guard under the name *Southwind*, the vessel was turned over to the U.S.S.R. during the latter part of WWII. The Russians renamed her *Admiral Makarov* and used the ship as an icebreaker and weather control data ship.

The Russians returned the vessel to U.S. naval authorities in Japan, where emergency repairs were made on the vessel, including the removal of hundreds of Russian name plates, replaced with English titles.

*Atka* is now being overhauled and refitted at an East Coast shipyard for duty as a U.S. Navy icebreaker.

### Paintings Depict MATS Scenes

A series of 12 paintings depicting the global activities of the military Air Transport Service has been completed by Charles H. Hubbel.

Artist Hubbel, internationally famous for his paintings of aviation scenes, traveled more than 50,000 miles via MATS air routes to collect background material for his paintings. Some 250,000 lithographed copies of his 12 paintings are being distributed to aviation enthusiasts around the world by a civilian manufacturing concern.

Other aviation paintings by Mr. Hubbel are on display in the Smithsonian Institute and Library of Congress. Nine hang on the walls of President Truman's office. Since 1916 he has painted the aircraft of many countries.

### Makes 5 'Copter Rescues

First helicopter "ace" in the Atlantic Fleet is believed to be Frederick W. Hudson, ACC, USN, an aviation pilot.

Chief Hudson, assigned to Helicopter UR-49, NAS Lakehurst, N. J., earned his distinction by setting what is believed to be an Atlantic Fleet record for helicopter rescues. He has accomplished five successful rescue missions in six months of piloting the flying windmills.

Most dramatic of these rescues took place while Hudson was operating a 'copter off *uss Midway* (CVB 41) during a Mediterranean cruise. A pilot from *uss Leyte* (CV 32) crashed in the drink, his plane bursting into flames. Hudson swooped down with his helicopter and enabled the pilot to escape the burning plane. He was commended for his action.



HIS EYES still clotted shut from blood that streamed down his face, ENS Jackson is lifted gingerly from the cockpit of his battered F9F Panther.

### Blinded Pilot Talked Down to Carrier Deck

Coolness and a steady touch, plus plenty of tense advice from others, brought a temporarily blinded pilot safely back to his carrier in a feat of the Korean war.

Diving his F9F Panther at enemy troops, Ensign Edward D. Jackson, USN, suddenly found himself the victim of an aerial "booby trap"—cables strung by the enemy to catch low-diving planes.

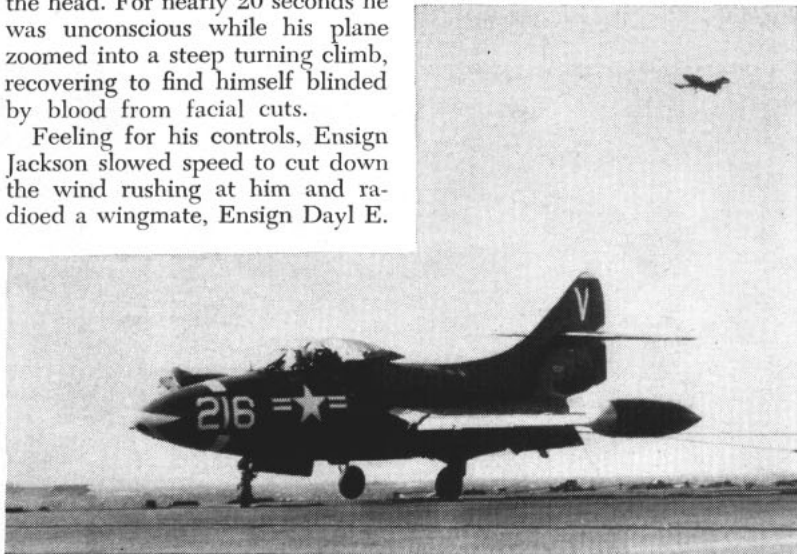
One of the cables caught his right wingtip, shattering it, then whipped through the windshield and canopy, striking the pilot about the head. For nearly 20 seconds he was unconscious while his plane zoomed into a steep turning climb, recovering to find himself blinded by blood from facial cuts.

Feeling for his controls, Ensign Jackson slowed speed to cut down the wind rushing at him and radioed a wingmate, Ensign Dayl E.

Crow, USN, for help. Ensign Crow radioed directions to head Jackson's plane out to sea where their carrier, *uss Philippine Sea* (CV 47).

The real test came in the landing. Lieutenant (junior grade) L. K. Bruestle, USN, tossed aside his hand signals and gave landing directions by voice radio. The landing was described as "normal."

Ensign Jackson reported he saw the flight deck for the first time when the flight surgeon climbed beside the cockpit and wiped the blood from Jackson's eyes.



SAFE AT HOME, Jackson lands plane on radio instructions while wingman Crow hovers overhead. Making amazing landing, F9F caught 5th wire.

# The Fleet Around the World Lauds Victory Over Army



**WILD CHEERS** greet Captain Tom Bakke and Navy team when players arrive back in Annapolis after beating Army in "the biggest upset of the season."



**BABY MULE**, pocket-size version of Army's mascot, is produced by midshipmen. This, Navy announced, was 'The Thing' that nobody wants in the song.



**PRESIDENT** shakes hands with Army's Dan Foldberg and Navy's Bakke before game. Right: Players yell after victory.

When news of the Navy football team's astonishing defeat of the powerful Army squad was flashed around the world, personnel on board Navy ships and stations staged one of the wildest celebrations since VJ Day. Admirals and seamen alike whooped with joy.

Navy entered Municipal Stadium, Philadelphia, Pa., for the annual service classic as a 20-point underdog. The Naval Academy gridders, with a season record of six losses and two wins, were conceded practically no chance of winning over Army, then riding the crest of a 28-game winning streak and ranked number two team in the nation.

When the final score (14-2 in Navy's favor) of the contest reached remote Navy outposts, radio operators stared in disbelief. Many thought the message garbled and requested confirmation of it. When the word came through, all bedlam broke loose.

Congratulatory messages poured into the Naval Academy. Wired a carrier task force off Korea: "From one fighting outfit to another. The officers and men of Task Force 77 salute a football team of which the entire nation may well be proud. You have shown that the future of our Navy will be in good hands by your win in the stadium." Reported the Naval Advanced Base, Bremerhaven, Germany: "We are celebrating your splendid victory. Congratulations to a scrapping team. We

knew you would do it." From the Alaskan Sea Frontier came word that naval personnel from Kodiak to Point Barrow were sending congratulations. Similar messages came from almost every naval organization.

At Municipal Stadium 102,000 stunned spectators watched in disbelief as Navy chewed up the vaunted Army team. Although no score was made in the first quarter, it became evident early in the game that Navy was in no awe of the Army team. The West Pointers' running and passing attack was stopped cold.

Navy's first score came early in the second quarter. Army quarterback Bobby Blaik attempted a pitch-out to Al Pollard, Army's outstanding fullback, who couldn't reach it. Navy end Bob McDonald crashed over the Army line and recovered the ball on Army's 28. Then Navy quarterback Bob Zastrow got things rolling. Spotting halfback Art Sundry loose on Army's right flank, Zastrow speared him with a pass good for 18 yards. Sundry promptly picked up three more yards, placing the pigskin on the Army 15. Zastrow, hotter than a smoking pistol, whipped another pass to halfback Frankie Hauff for another six yards.

Then, on third down and six yards from paydirt, Zastrow pulled the most amazing quarterback sneak seen all year. He twisted through the supposedly impregnable Army forward wall and into the end zone. Fullback Roger Drew booted the ball through the uprights to make the score Navy 7, Army 0.

Later in the second quarter Navy got underway again. Taking over on their own 36, the Midshipmen ignored the clock which indicated the half was about to end and boldly attacked. Zastrow again "sneaked" through the middle of the Army line for 11 yards. Next, on a handoff, halfback Bill Powers broke loose for 22 yards to the Army 30. Then Zastrow ran to his left, turned and hurled a pass into the end zone where end Jim Baldinger made a fantastic catch of it. Drew, who seldom misses, came back into the game and booted the extra point to make the score Navy 14, Army 0.

Army's lone score came in the second half when Zastrow was trapped in his end zone and decided it was safer to be smeared for a safety than try a pass which might be inter-



**FAST ACTION** with few holds barred marked hotly contested game. Biggest surprise was the fact that Navy not only outscored but outplayed cadets.

cepted. Although Army threatened on several occasions, the Navy line held and the game ended with the score Navy 14, Army 2. Army's 28 game winning streak was broken, and Navy had licked its arch rival for the first time in seven years. In the stands, 3,600 midshipmen went crazy.

Usually sedate Annapolis became the scene of wild celebration following the game. Midshipmen, standing voluntary watches, rang the

bell from *uss Enterprise* (which is tolled whenever Navy beats Army in any sport) for nearly 24 hours. Even Tecumseh, the stern-looking bronze figurehead from the old battleship *Delaware* that looks down on the Academy grounds, broke into a smile. A midshipman climbed up the statue and painted a big grin on its face.

### On the Golf Ball

Golf in the Navy seems to be on the upswing. An increasing number of sailors are getting the opportunity to trample fairways and belt lusty drives as Navy golf facilities steadily increase.

The Naval Amphibious Base, Little Creek, Va., has completed a new seven-hole course that sprawls over 70 acres. Eventually two additional holes will be added to make it a regular nine-hole course. Longest hole on the new course is 530 yards, and par for seven holes has been set at 27.

Although facilities are currently limited, plans are underway for a well-stocked golf shop, locker room, and snack bar. Golf lessons for beginners will be given by the club pro. The mild climate of the Norfolk area should enable golfers to play throughout most of the winter months.

NAAS Miramar, Calif., has taken the wraps off a snappy new golf driving range, reputed to be the finest in the area. Ample stocked



**ACE GOLFERS** Andy Petnunch, ADC, and LT JG Sal Lococo, of FASRon 8, Alameda, are rivals for 12 ND crown.



# SIDELINE STRATEGY

If you've been haunting streams, casting wet and dry flies until your arm aches, and have few trout to show for it, this advice from Commander W. C. Grover, USN, should come in handy.

Commander Grover says the secret of catching trout is to keep your eye on the ripples left when a trout surfaces to feed. You can then see the direction he is moving and maneuver your boat so your fly is directly ahead of the trout. To prove he knows whereof he speaks, NAS Denver (where Commander Grover is exec) sent along pictures of a magnificent string of speckled trout landed by the expert angler and companions.

★ ★ ★

Horace "Hank" Herring, TN3, USN, is back in the Navy after a 20-month fling at professional boxing. Herring, twice an All-Navy champion and a member of the U.S. Olympic boxing team, says he would like to get back into Navy fistcuffs. He's out of luck, however, since professionals are not allowed to compete in Navy boxing.

★ ★ ★

Lieutenant Ward Grant Myers, USNR, is a man with a persuasive tongue. Formerly football, baseball, and basketball coach at Antelope Valley High School and Junior College, Lancaster, Calif., Myers was recalled to active duty several months ago. No sooner



had the lieutenant donned his uniform than 27 of his former students showed up at the

Naval Training Center, San Diego. It seems that Lieutenant Myers had given his expupils a pep-talk on the virtues of the Navy before leaving.

★ ★ ★

From Honolulu comes word of sailors participating in a "new" sport—if you can call it that. A group of Navy men



are receiving instruction in the art of "kenpo," a deadly method of self-defense. It appears to be somewhat similar to judo, except that while judo is not intended to inflict permanent injury to an attacker, kenpo is. Originated in India before the days of gunpowder, it was used by Buddhist priests to defend their temples, eventually spread over Asia. Always used only as a self defense art, the vicious sport is designed to break bones and inflict serious injury.

★ ★ ★

Basketball fans who wondered who would fill the pivot slot of the Quantico Marines quintet left vacant by the transfer of First Lieutenant Floyd "Cy" Waldrop, USMC—now with the First Marine Division in Korea—got their answer in six-foot-seven Second Lieutenant Jack Nichols, USMCR. Nichols, a professional star formerly with the Washington Caps, seems to be doing nicely with Quantico. In early season games he was pushing in around 30 points per game—and playing about half of each contest. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.

with all necessary equipment, the range is 250 yards long and 100 yards wide. Gil Mantoani, CSC, USN, PacFlt golf champ, will work at the range with new golfers desiring to improve their game. The range will be available to all personnel on the station.

## Interservice Boxing Tourney

The second annual championship boxing tournament of the Northeastern Interservice Sports Council will be held the week of 29 Jan 1951 at Mitchel Air Force Base, Hempstead, L.I., N.Y.

Two top boxers in each weight class representing the various services will clash in the finals of the tournament to select the area Interservice champions. In preliminary matches, district champs from the 1st, 3rd, and 4th Naval Districts will slug it out to determine who will carry Navy colors into the decisive fray.

All Navy, Marine, and Coast Guard enlisted personnel in the area are eligible to take a stab at the fistic crowns, provided they are on active duty and are amateurs. The Navy will be defending the team trophy, which it won last year.

## Expert Rifle Coaching

A former meatpacker who had never fired a weapon before joining the Marine Corps has broken the all-time MCRD Parris Island Marine recruit rifle record. By scoring 10 bull's-eyes from the 500-yard line with his last 10 shots, Jack Dedina, Pvt, USMC, scored 238 out of a possible 250.

Totally unfamiliar with firearms prior to entering recruit camp, 18-year-old Dedina credits his astonishing score to expert coaching by Parris Island's crack drill instructors.

## District Boxing Tourney Set

Ninth Naval District boxers will square off for a district championship tournament during the week of 28 Jan 1951.

Enlisted Navy, Marine Corps, and Coast Guard personnel who have been on active duty 90 days or more and who have had no professional boxing experience are eligible to participate. Competition will be separated into novice and open divisions, and a champion will be

named in each weight class of each division.

The open division champions will represent the 9th Naval District in the Chicago Golden Gloves Tournament of Champions.

### Spear 215-Pound Fish

Armed with spear guns powered by rubber bands, wearing goggles and webbed foot-fins, four Navy men fought a two-and-one-half-hour battle underwater with a 215-pound jewfish. They won.

Scene of the submerged battle was the crystal-clear ocean depths near Key West, Fla. The spear fishermen—Chief Aviation Machinist's Mates A. Crockett, USN; R. Berling, USN; W. Pallack, USN; and Lieutenant G. A. Arbogust, USN, all from the Fleet All Weather Training Unit, Atlantic—staged a running, exhaustive fight with the huge fish before subduing it.

These rugged fishermen look down their nose at those anglers who still rely on hooks and lines to catch fish.

### Operations Analysis Course

Applications are desired for an officers' course in the subject of operations analysis. The course will be conducted either at the U.S. Naval Postgraduate School or a selected civilian institution, and is tentatively scheduled to start in the fall of 1951.

Eligible ranks are captain, commander, lieutenant commander and lieutenants, general line or aviation. Captains are narrowed down to "junior captains," and all applicants should have at least six years' experience in fleet operations. Background experience in solving experimental problems is desirable. Applications are particularly desired from officers who have had training in antisubmarine warfare or in aviation, submarines, amphibious warfare or gunnery. In addition, applicants must have completed studies in mathematics through differential and integral calculus with at least a "B" average, equivalent to a mark of 80 per cent.

It is intended that the course will consist of one year of study and a one-year tour of duty under instruction in an operational development force. NavAct 9-50 (NDB, 30 Nov 1950) gives additional details. Deadline for submitting applications is 2 Jan 1951.



### Fiesta for Sailors

As a brief respite from flying endless miles over the ocean as part of the Pacific airlift to Korea, the Navy's Transport Squadron 8 (VR 8) decided to throw a party. It was a party with a difference—squadron officers did all the work while EMs got all the laughs.

The officers staged a fiesta, complete with a "bull" (two lieutenant commanders) and "chorus girls" (assorted officers, center). Even VR 8's skipper got into the act as a fearless matador (below). Above: Sailors and wives roar at antics. Pictures courtesy of *Parade*, Sunday picture magazine.



# THE BULLETIN BOARD

## Male Enlisted Personnel, Either USN or USNR, Are Eligible for Commissions

Male enlisted personnel of the Regular Navy are eligible for consideration for appointment to the grade of ensign, USNR.

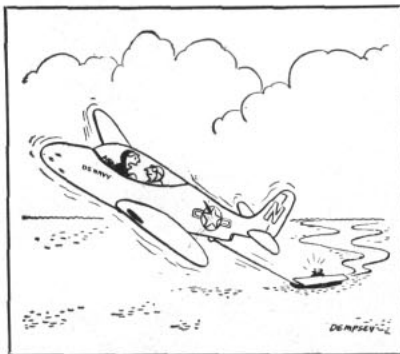
This was announced by a new BuPers directive, which stated that Regular Navy enlisted men are being extended the same opportunity for appointment to ensign, USNR, as was extended to Reserve enlisted personnel by BuPers Circ. Ltr. 172-50 (NDB, 31 Oct 1950). Those Regular Navy enlisted men appointed in the Line and Supply Corps must serve on active duty for a minimum of 21 months, with indoctrination.

BuPers has authorized COs to forward applications from male enlisted members of the Regular Navy serving under their command, who meet the general and special qualifications, as appropriate, outlined in BuPers Circ. Ltr. 172-50. Those qualified who are selected within quota limitations will be offered appointment in the grade of ensign, USNR, with a designation of 1105 or 3105, as appropriate.

After appointment, these officers will be ordered to indoctrination schools. Regular Navy enlisted personnel are eligible for only that part of the Reserve officer program where active duty after appointment is required.

BuPers has directed COs to give wide distribution to the contents of BuPers Circ. Ltr. 179-50 (NDB, 15 Nov 1950), which contains this information, and to insure that the provisions of that letter are fully understood by all male enlisted personnel. The Bureau has also invited attention to the fact that this is *not* a program for appointment to temporary commissioned grade in the U.S. Navy, but a program for appointment to permanent commissioned grade in the U.S. Naval Reserve.

Selected Regular Navy personnel will be discharged for the convenience of the government as of the day prior to such appointment which in effect terminates their Regular Navy careers.



"Have you noticed any excess drag since taking off?"

## Ex-POWs Can Figure When Claims Will Be Processed

Former prisoners of war and civilian internees or their survivors can estimate the approximate month in which a claimant's case will come up for processing now that claims numbers have been assigned to all claims received by the War Claims Commission.

All one needs is a dated report from the commission showing the number of claims paid or disallowed and a calendar. For example, about 26,000 claims have been paid and 500 claims disallowed as of 17 Nov 1950. Since the rate of processing has reached a steady pace of 1,000 per week, a claimant with a number under 30,000 had a good chance of having his claim processed before January 1951.

This formula is only an estimate, however. Many factors enter into the processing of a claim and there are still some low-numbered claims which have not been processed for various reasons. A claimant having a number which ordinarily would have been reached by this date and who has not received a request from the commission for additional information is advised to write to the War Claims Commission, Washington 25, D. C. Inquiries regarding claims not yet due for processing should not be made.

The commission reports that through 15 Sept 1950, a total of 13,443 claims had been certified for payments totaling \$9,024,935.82.

## Red Cross Lists Services Available for Military Personnel and Families

A program of supplemental services to be furnished the armed forces by the American National Red Cross in peace and war has been jointly developed by ARC and Department of Defense officials.

The Red Cross will assist military personnel and their families with 11 major welfare and recreation activities in time of peace. These are:

- Counseling with patients and their families and dependents on personal and family problems.
- Financial assistance to servicemen and their families and dependents in emergencies.
- Communicating between patients and their families and obtaining information on home and medical conditions for military authorities.
- Providing information to patients and their families concerning federal and state benefits to which they are entitled while they are in service and upon discharge.
- Referral of patients and families to specialized agencies which provide such services as legal aid, employment, medical care and child welfare.
- Providing recreational activities for patients in hospitals.
- Assisting relatives who visit patients in military installations.
- Furnishing comfort supplies to military patients.
- Furnishing health and safety services at military installations, such as water safety, first aid, home nursing and nutrition.
- Cooperation with the military establishment in the conduct of a national blood program to secure donations of whole blood and to provide whole blood and blood derivatives for military hospitals as needed.

In time of war, or when war appears imminent, the Red Cross will also undertake responsibility for: (1) an enlarged social welfare, recreation and morale program for both able-bodied and hospitalized per-



sonnel, with the approval of the Department of Defense; (2) providing trained personnel for recreational programs for able-bodied servicemen; (3) cooperating with military authorities in theaters of war for the operation of recreational centers; (4) providing canteen or clubmobile service for troops in isolated areas, at ports of embarkation and debarkation; (5) furnishing supplemental recreation supplies and equipment when those furnished by the government are temporarily unavailable; (6) assisting prisoners of war by handling inquiries on welfare, aiding their dependents and furnishing supplementary food packages, clothing, medicine, comfort articles and other supplies to prisoners of war through the International Committee of the Red Cross.

### New Naval Reserve Officers Get Indoctrination Course

An officer indoctrination course for newly commissioned Naval Reserve officers has been established at the General Line School, Monterey, Calif.

The eight-week course is being conducted for the purpose of training new officers in the fundamental knowledge and skills of the naval profession which will permit them to occupy fleet billets commensurate with their rank. First of the indoctrination classes is scheduled to convene on 8 Jan 1951, with subsequent classes convening at intervals of approximately eight weeks.

With the exception of the first class, which will number about 100 officer students, it is expected that the full capacity of 200 students will be utilized. Former enlisted men who have been commissioned in the Naval Reserve will comprise one-half of each indoctrination class while the other half will consist of officer specialists commissioned directly from civilian life.

Scope of instruction of the course includes such topics as general orientation, seamanship, navigation, naval administration, ordnance and gunnery, naval engineering, and customs and traditions of the naval service.

### Conduct in Foreign Ports Important in Promoting Good Will for the U.S.

Attention of all commanding officers is being directed to the fact that personnel under their jurisdiction should be instructed on how to conduct themselves ashore while in foreign countries.

BuPers points out in a directive to COs that armed forces personnel assigned to or visiting foreign countries are regarded by the native population as official representatives of the United States. This makes it essential that personnel appreciate the importance of individual conduct in promoting good will and understanding.

The directive, BuPers Circ. Ltr. 161-50 (NDB, 15 Oct 1950) states it has long been the custom for commanding officers to instruct their personnel on conduct ashore in foreign territory, and that many fleet and type commanders have issued instructions on this matter. It states the objective of this program is to provide information that will:

- Encourage personnel to respect foreign countries and their peoples, and to act with a decorum and dignity which will reflect credit on the United States.
- Emphasize the importance of understanding and appreciating the customs and habits of people in areas visited.
- Furnish the individual with a comprehensive understanding of the overseas mission.
- Instill a respect for the traditions, customs and missions of allied forces.
- Describe the physical, cultural, economic and health conditions of the country or geographic area visited.

To aid COs in this program, BuPers distributes *Armed Forces Talk* and furnishes Armed Forces Radio Transcriptions, films, books, pocket guides to foreign countries, posters, maps and language records with accompanying pamphlets. New materials, as they become available, are listed in the *U.S. Naval Training Bulletin*. Films and transcriptions may be drawn from District Training Aids Sections and Film Libraries, and other material from District Publications and Printing Offices.

### All Hands Magazine Has Housing Shortage Word

Additional information on housing shortages in areas near naval activities will be published in *ALL HANDS* as it becomes available.

The first available information was published in two earlier directives—BuPers Circ. Ltr. 136-50 (NDB, 31 Aug 1950) and BuPers Circ. Ltr. 164-50 (NDB, 15 Oct 1950)—as well as in *ALL HANDS*.

However, only *ALL HANDS* will publish this information in the future. See page 55.

### New NSLI Dividend Possible; Some Unclaimed from First

Veterans Administration still has some \$129,000,000 waiting to be claimed as dividends on National Service Life Insurance policies.

That amount is left from the \$2,800,000,000 dividend on policies in effect during the years 1940 to 1948. Most of the unclaimed portion belongs to persons who so far have neglected to file the necessary information with VA. Application forms can be obtained at any VA regional office or by writing to the Veterans Administration.

Through the end of October 1950, VA had mailed out more than 15,000,000 checks to veterans or their next of kin and beneficiaries. From now on, VA officials say, the last claims will straggle in slowly. They recall that payments of the World War I bonus dragged out for years, with Congress finally instructing VA to turn the unclaimed money back to the Treasury.

Meanwhile, there is a possibility that a dividend for the years 1948 through the 1951 policy anniversary date will be declared for payment in the spring of 1951.

The amount to be paid out and the number of policy holders will be much smaller than for the first NSLI dividend. Instead of 22,000,000 accounts and policies in effect for up to eight years accumulation of dividends, the new payments will cover a maximum of three years and a total of only 8,200,000 accounts.

When VA makes the official announcement of the new dividend and the amount to be paid out, *ALL HANDS* will carry full details.

## Requirements To Be Met by Personnel Drawing Hazardous Duty Pay

Detailed instructions on the requirements that must be met by aviation and submarine personnel in order to receive incentive pay for performance of hazardous duty have been issued.

These instructions are contained in Alnav 95-50, (NDB, 15 Sept. 1950), which contains the following, plus other miscellaneous information:

- Outlines a new method of counting the "flight and time" requirements of aviation personnel within any six months' period in order to be eligible for aviation pay.

- Establishes the minimum requirements for Reserve aviation personnel performing inactive duty training (drills).

- Defines the date that personnel assigned to duty on board submarines become eligible for submarine pay.

- Defines an "aviation accident" and issues instructions on entitlement to aviation pay during periods of hospitalization.

For flying personnel of the Regular Navy and Marine Corps, and Reserve personnel on active or training duty, flight requirements outlined in paragraphs 54306-2, BuSandA Manual and 78873-1, Mar-Corps Manual, remain basically the same insofar as flight hours are concerned. However, the requirements based on a combination of flights and hours have been cancelled.

According to the new instructions, when military operations—including operations under other than combat conditions—or unavailability of aircraft prevent flight personnel from

### 1 Man in 3 Aboard DDR Qualified for Promotion

Crewmen of the radar picket destroyer *USS Rogers* (DDR876) believe they might have set some kind of a record for qualifying men for promotion—at least for a ship of that size.

When results came in from the latest fleet examinations for advancement in rating, nearly one man out of three on board was found qualified for promotion. The examinations are given on a Navy-wide competitive basis.

Thirty-one per cent of the crew—25 men—were eligible to sew on new rating badges or additional chevrons. Twenty-one reached rated status for the first time, two were made eligible for second class petty officer and two for first class.

The mark was made by a relatively new vessel. *Rogers* was assigned to the Pacific Fleet in 1945 after her shakedown and post-commissioning cruise, participating in Operations Sandstone and Miki.

fulfilling their flight requirements for three consecutive calendar months, all flights performed during these three months and during the next three months may be counted to meet the minimum flight requirement of 24 hours for a full six months' period. In every such situation, the commanding officer must certify that military operations of the command, or unavailability of aircraft prevented the man from performing the required hours of aerial flight from month to month. The CO's certification will accompany or be endorsed on the flight certificate submitted at the end of the six months' period.

For Navy and Marine Corps Reservists performing inactive duty training (drills), and detailed to duty involving flying as crew or non-crew members, the minimum flight requirements are:

- During one calendar month—two hours of aerial flight.

- During any two consecutive calendar months when flight require-

ments have not been met for the first month—four hours of aerial flight.

- During any three consecutive calendar months when flight requirements have not been met for the first two months—six hours of aerial flight.

For fractions of a calendar month, the time of aerial flight required bears the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.

For fractions of two consecutive calendar months, the total number of days shall be considered as a unit, and the time of aerial flight required bears the same ratio to the flight time required for a full calendar month as the period in question bears to a full calendar month.

The directive defines the term "aviation accident" to mean an accident in which a person who is required to participate frequently and regularly in aerial flight is injured or otherwise incapacitated as the result of (1) jumping from, being thrown from, or being struck by an aircraft or any part or auxiliary thereof, or (2) participation in any duly authorized aerial flight or other aircraft operation. This must be attested by the appropriate medical authority of the uniformed service concerned.

Personnel entitled to receive aviation pay who become injured or otherwise incapacitated as the result of an aviation accident will be considered as having fulfilled all of the required hours of aerial flight for a period not to exceed three months following the date the accident occurred—this date having been determined by the appropriate medical authority. Instructions contained in paragraph 54308, BuSandA Manual, regarding entitlement to and credit of aviation pay, continue in effect, except that men who have not completed the required hours of aerial flight for the full month in which the incapacity occurred will be entitled only to credit of aviation pay for that full month and the two following months.

The new instructions state that no person is entitled to aviation pay for any period while suspended from duty involving flying, unless that



"This thing again! Beetlebaum, you'll just have to stay away from the hobby shop."

## WAY BACK WHEN

suspension is removed and flight requirements are met. However, if the suspension is removed and flight requirements for the period of suspension are met, then the man is entitled to aviation pay for that period, regardless of the reason he was suspended.

Personnel attached to a submarine which is in active status, including a submarine under construction from the time the builder's trials commence, will be entitled to receive submarine pay from the date of reporting. Personnel attached to a submarine for temporary or temporary additional duty (other than for transportation purposes) are entitled to receive submarine pay from the date of reporting. Men are entitled to be credited with submarine pay for periods of authorized leave and temporary additional duty if not detached from the submarine.

Personnel who are assigned to submarine duty who are receiving hazardous duty pay will not be entitled to such pay while suspended or otherwise removed from duty by reason of an offense which results in conviction by a general or summary court-martial, or while confined in a brig or prison as the result of a GCM or SCM sentence. The day of suspension from duty or confinement will be considered a day of absence from duty, and the day of restoration to duty or release from confinement will be considered a day of duty.

### Ordnance Test Track Built For Supersonic Missiles

Engineering and design work is now under way toward construction of an 11-mile ordnance test track at the U. S. Naval Ordnance Test Station, Inyokern, Calif. The track will be by far the longest course of its kind in the U. S.

"Project SNORT" is the popular name of the forthcoming precision railway, with the word SNORT derived from the initial letters of the words, "Supersonic Naval Ordnance Research Track." At least two years will pass before enough of the track can be laid for operations to begin. Three or four years in all will be required for construction of the entire project.

A jet-propelled sled will run on the super-smooth track to serve as

As for being subject to disciplinary measures, a seaman in the days of Richard the Lion Hearted would consider personnel of the modern navies a bunch of sea-going sissies.

Take for instance the following recorded code of punishment for sailors back around the year 1190.

Any person who killed another person while on board ship was tied to the dead body and tossed into the sea.

Any person who killed another person on land was tied alive to the dead body and buried with it in the earth.

Any person who lawfully was convicted of drawing a knife on another person with intent to draw blood, lost a hand.

Any person who struck another person, but drew no blood, was dipped three times into the sea.

Any person who insulted or cursed another person, especially a superior, was compelled to pay that person one ounce of silver.

Any person convicted of theft had his head shaved and boiling pitch poured upon it, followed by "seasoning" with feathers.

Even as late as the early 16th century,

### Discipline



when King Henry VIII was boss of a navy, if a man was convicted of sleeping on watch for the fourth time, he was tied to the bowsprit, given a biscuit, a ration of beer, and a knife. Other than killing himself with the knife, the culprit had two choices. He could eat his biscuit, drink his beer, and then stay there and starve to death, or cut himself loose and fall into the sea where he most likely would perish or be eaten by sharks.

a vehicle for test items. Three types of tests are planned—two involving supersonic travel of several seconds' duration, with moderate acceleration and deceleration, and one test consisting of high accelerations and decelerations. In one of the sustained-speed type of tests, the sled will carry full-size guided missiles, or large aircraft components, rocket launchers or other full-size items. In the other, it will transport targets for testing fire-control equipment which, in turn, will be mounted at the time in flying aircraft or on the ground.

Many recording instruments, both on the sled and along the track, will provide precise data gleaned from the high-speed runs.

The facility will provide an intermediate step in the development of supersonic missiles, between wind-tunnel tests and free flight. It will give scientists much data not available from either of the other types of tests, due in great part to the fact that specimens will be recovered intact. In free-flight tests they are destroyed or badly damaged upon landing.

### Quotas Filled for V-12 Doctors and Dentists

Applications for commissions from doctors and dentists classified as "priority one" under the Selective Service Act are no longer being accepted for the Naval Reserve, and applications from "priority one" dentists are no longer being accepted for the Regular Navy.

BuPers has announced that more than enough applications are on hand to fill the "priority one" quotas allotted to the Navy by Department of Defense regulations. However, applications already accepted by Offices of Naval Officer Procurement will continue to be processed.

Included in "priority one" are doctors and dentists who participated in the Navy's V-12 or similar college programs during World War II and others who were deferred from service to continue educations. Those with less than 90 days of active duty following release from the programs or completion of courses fall within the category.



## Going AOL or AWOL Costs You Money, Will Affect Your Naval Career

Many enlisted personnel do not realize the seriousness of becoming a straggler or deserter from the naval service, or the long-range effect it may have upon their naval careers. If they knew the process set in motion by an AOL or AWOL report, most men would never expose themselves to the troubles that follow. So herewith ALL HANDS presents the unhappy details.

A man is declared a straggler from the naval service after he has been AOL or AWOL for a period of 72 hours.

A man is declared a deserter from the naval service after he has been AOL or AWOL for a period of 30 days—or less than 30 days if there was evidence indicating he intended to desert or not return at the time he left.

After a man has been absent without authority from his ship or station for more than 72 hours, that command issues a Stragglers, Declaration and Reward (form NavPers 640). This form contains such information as the man's name, rate, serial number, height, weight, residence, place of enlistment, next of

kin, personal characteristics and other information.

Copies of this stragglers reward are sent immediately to the man's next of kin and the chief of police of his home town, city in which he gave his leave address, cities in and adjacent to the place from which he left, and cities in which his relatives reside. This form states that the Navy will pay a \$25 reward for the apprehension and delivery of the man on board any Navy or Marine Corps activity within 30 days from the date he went AOL or AWOL.

If the straggler is apprehended by civil authorities and delivered into naval custody, the \$25 reward is paid to these policemen and charged against the man's pay. If he is apprehended by military police no reward is paid, but regardless of who takes him into custody, his punishment will be more severe than if he had voluntarily surrendered on board.

Should the man remain absent from his duty station for 30 days, he is declared a deserter. If there is sufficient evidence that he intended to desert when he departed, he may

be declared a deserter immediately. The same form which notified the authorities the man was a straggler also states that after the man has been absent 30 days from the date he went AOL or AWOL he is to be considered a deserter, and the reward for his return is upped to \$50.

At the same time the man is declared a deserter, a letter is written by the commanding officer to his next of kin. This letter informs the next of kin how long the man has been on unauthorized absence from his duty station, and that he has been declared a deserter. It suggests that if the next of kin knows his whereabouts, they should urge the man to return at once to naval jurisdiction, as his punishment will be less severe if he voluntarily returns than if he is apprehended by the police. Because desertion is a very serious offense, the Navy requests assistance from the Federal Bureau of Investigation in apprehending deserters.

It should be pointed out here that an enlisted person of the Navy is not a deserter until he has legally been found guilty by a court-martial on a charge of desertion. Issuance of a deserter's reward form, or entry of a mark of desertion in the service record is not a legal determination of the fact as to whether or not a man is a deserter. The Navy may (and often does) bring to trial by court-martial, on a charge of unauthorized absence, those personnel who have been declared deserters. However, even on this less serious charge long terms of confinement are often awarded.

Conviction of desertion in wartime has far-reaching consequences. The man usually receives a term of imprisonment, is dishonorably discharged and loses his citizenship rights. Sentences which may be imposed on convicted deserters in wartime include the death penalty.

By far the greater number of AOL and AWOL cases are of a less serious nature than those mentioned above, but even in these less severe infractions of discipline the punishment may have both an immediate and long-range damaging effect on the man's naval career. For example, let's see what happens in a hypo-

**DECLARATION AND REWARD FOR STRAGGLER/DESERTER**  
FROM THE UNITED STATES NAVAL SERVICE  
NAVPERS-640 (REV. 10-48)

SHIP OR STATION: **USS TOPSAIL (XX 444)** DATE: **15 Nov 1950**

The following described  
(NAME IN FULL (include all surnames))  
**RUDDER, William Wright** SERVICE NO. **000 12 21** RATE **RM3**

(Check one) ☒ AOL ☐ AWOL **0800 12 Nov 1950** **USS TOPSAIL (XX 444)**

is hereby declared a straggler from the United States Naval Service, and a reward of twenty-five dollars (\$25) will be paid for his apprehension and delivery on board any United States naval vessel or to any U. S. Naval or U. S. Marine Corps activity, up to and including thirty (30) twenty-four (24) hour days from and after date and hour of above absence.

Further, provided the above-named man has not returned to military control within thirty (30) twenty-four (24) hour days from and after the date and hour of above absence, he is considered to be a deserter from the United States Naval Service and a reward of fifty dollars (\$50) will be paid for his apprehension and delivery on board any United States naval vessel or to any U. S. Naval or U. S. Marine Corps activity, up to and including twenty-three (23) months from and after date and hour of above absence.

ENLISTED AT: **Mobile, Oregon** DATE: **14 June 1947**

EXPIRATION OF ENLISTMENT: **13 June 1953** RESIDENCE CLAIMED: **1166 St. Joseph Drive, Mobile, Ore.**

BORN IN: **Trayville, Wash.** DATE BORN: **22 May 1926** NEXT OF KIN: **Gertude Gatsby Rudder (wife)**

TRADE: **radioman** HEIGHT: **5 FT 11 IN** WEIGHT: **163 POUNDS** EYES: **Brown** HAIR: **Brown** COMPLEXION: **Ruddy**

PERSONAL MARKS AND SCARS:  
**ANT: vels; apt. s. 4" RLC: s 1" l. knee; POST: FM neck; s. 2" l. left leg, u. 3rd**

If the straggler or deserter named above claims that he has returned to the service since the straggling or desertion indicated on this after of reward, or that he is on leave, he should be able to present leave papers or his discharge.

The above reward shall be in full satisfaction of all expenses for arresting, keeping, and delivering such man.

If reward will not cover expenses, request instructions by telegram from the Bureau of Naval Personnel, Navy Department.

This form should be presented to the activity to which straggler or deserter is delivered, in order to expedite payment of the reward involved.

Rewards are not payable for delivery to U. S. Army activities.

Rewards are payable for delivery to U. S. Coast Guard activities only in time of war when the U. S. Coast Guard is operating under the U. S. Navy.

Civil officers will, in all cases, be held responsible for the identity of the straggler or deserter.

COPIES TO—  
Next of kin, chief of police of the following: (1) City given as home address, (2) cities in and adjacent to the port in which absence occurred, (3) any city where it is believed man may be located, such as leave address if other than home address, and to the Bureau of Naval Personnel.

**J. L. LONGGLASS, CDR, USN**  
(Name, rank and title, and (if by direction of CO, no title)  
Commanding

U. S. GOVERNMENT PRINTING OFFICE: 10-50029-1

**TROUBLE**—Stragglers declaration and reward form is distributed after a man has been AOL or AWOL from his ship or station for more than 72 hours.

thetical, supposedly "non-serious" case.

Bill Doakes, RM3, is assigned to duty on board USS *Topsail*. He is eligible and has been recommended to take the examination for RM2 next July. However, in November he goes on five days leave, has such a fine time he decides to stay a little longer—neglecting to wire the ship for an extension of leave. He returns aboard five days AOL. In the meantime he has, of course, been declared a straggler.

Doakes is given a Deck Court, but because it's his first offense, he is awarded only a \$25 fine. However, in his record goes a conduct mark of 1.5, as prescribed by BuPers Manual. On 31 December, the end of the quarter, he is again given a conduct mark of 1.5 in accordance with current regulations.

Regulations for advancement in

### Applications Accepted For Comptroller Course

Applications from captains, commanders, and lieutenant commanders for a one-year postgraduate course in comptrollership are being accepted by the Navy.

Present plans call for the first class, to be conducted at an unspecified civilian institution, to convene in September 1951. Mission of the course is to qualify selected officers for key supervisory and planning positions in comptroller-type billets throughout the Navy.

Officers of the unrestricted General Line, Aviation, Engineering Duty, Aeronautical Engineering Duty, Medical Corps, Supply Corps and Civil Engineer Corps are eligible for the course. All applicants must hold a bachelor degree from an accredited educational institution. Consideration will be given to the service record of applicants and their previous experience in operational planning and administration.

BuPers has announced that applications should be submitted through official channels to reach the Chief of Naval Personnel not later than 2 Jan 1951. Applicants must include in their applications a statement of agreement to serve a minimum of two years in the naval service following completion of the course.

rating state that for advancement from pay grade E4 to pay grade E5 a man must have "no conduct mark less than 3.0 for the preceding 12 months." This makes Doakes ineligible to take the examination in July. In fact it is 20 months from the time he committed the offense until he is again given a chance to be examined for advancement in rating.

Assuming that Doakes would have passed his examination for RM2 when he first had the opportunity, he most probably would have been advanced to second class the following October. This date is 11 months after the date he committed the offense that disqualified him for taking the examination. Now, let's assume that he actually became eligible and was advanced in rating at the next opportunity, a year later, or 21 months from the date he committed the offense. Again assuming that Doakes is married, let's see what those five unauthorized days absence cost him in actual cash. It amounts to approximately \$1,123.50, or \$224.70 per day!

These figures are arrived at by summing up the difference in the pay of a third and second class petty officer (three years' service) for 12 months, the BAQ he would have been eligible for as a second class petty officer, the original fine, and the loss of pay for five days.

The example above is not an unusual or exaggerated case. In fact, the average case of AOL or AWOL is probably more costly to the individual involved. By noting the cash it drains from your pockets in a "non-serious" case of AOL or AWOL, you get a good idea of the heavy cost of more serious cases.

Records show that occasionally a man "goes over the hill" with the idea of turning in at another station. His action is usually motivated by a dislike of his present assignment. He decides that being assigned to different duty will be worth the cost of the discipline. He soon discovers he has made a drastic mistake. He had not taken the long range cost of discipline into consideration, or the fact that whenever practical the man is returned to his original duty station.

AOL and AWOL is expensive. Can you afford it?

### PO Evaluation Sheets Will Be Used to Select Warrants and Ensigns

Evaluation sheets for CPOs and POs submitted to BuPers on 15 July 1950 and 15 Jan 1951 are to be studied by officer procurement boards in conjunction with the process of effecting a considerable number of promotions. The evaluation sheets will serve as nominations to warrant grade and the temporary grade of ensign.

Selection based on the evaluation sheets, and to a larger extent on individual service records, will be made during March 1951. Appointments will be effected during fiscal year 1952—that is, between 30 June 1951 and 1 July 1952.

BuPers Circ. Ltr. 173-50 (NDB, 31 Oct. 1950), which outlines this new procedure, points out that nominations formerly requested of COs in such circumstances will not be required.

### SONGS OF THE SEA



#### A Sailor's Pay

*A dollar a day is a sailor's pay,  
To pump all night and work all day.*

*The times are hard and the ship is old,  
And there's six feet of water in her hold.*

*The bo'sun shouts, the pumps stand by,  
But we can never suck her dry.*

*Oh, heave around the pump-bowls bright;  
There'll be no sleep for us this night.*

*Heave around, or we shall drown;  
Don't you feel her settling down?*

*The rats have gone, and we the crew,  
It's time, by God, that we went too.*

—Old Sea Chantey.

## Requirements, Aims and Methods of Navy's LDO Selection Program Discussed

Some mistaken ideas concerning the Navy's LDO program have arisen and circulated since the program's beginning. These probably originated through incomplete information, and in most cases were probably communicated to others through friendly conversations, with no intent of malice.

ALL HANDS here offers a new discussion of the Navy's LDO-selection aims and methods, given without bias or distortion. First, here are four eligibility requirements especially pertinent to this review:

- The LDO applicant must have permanent status in the Regular Navy as commissioned warrant officer, warrant officer, chief petty officer or petty officer first class.

- The applicant must have completed 10 years of active naval service, exclusive of training duty in the Naval or Marine Corps Reserve, on or before 1 January of the year in which the appointment can first be made.

- The applicant must make his own choice as to which classification he desires to be considered for.

- No applicant is eligible to submit applications for consideration for limited duty officer appointment

more than twice. This rule goes into effect with the 1950 program.

Present temporary officers whose permanent status is commissioned warrant officer, warrant officer, chief petty officer or petty officer first class are eligible to apply. They must, of course, meet all other requirements as well. These officers were originally selected for their temporary appointments because of their demonstrated superior qualities. The fact that a high percentage of LDO selectees to date have come from this group should not be surprising.

Although all temporary officers have been informed that their appointments will be terminated on or before 1 Jan 1957, no assurance has been offered to them that they may expect to hold their temporary appointments until that time. On the contrary, a large number already have been reverted involuntarily to their permanent status. Many others have chosen to enter competition for LDO status, although being selected for such status and accepting it would mean a reduction in grade and rank. This they have done in order to be able to plan their careers on a permanent basis.

To insure that young men now advancing in the service will not be blocked from LDO careers by the older temporary officers, no one is allowed to apply under this program more than twice. Applications submitted before the 1950 program are not counted.

All applicants are given equal and impartial consideration for appointment in LDO status, regardless as to whether they are temporary officers, ex-temporary officers, or enlisted men with no service in officer status. The applications of all eligible candidates, and all their records, are considered by the LDO selection boards. Performance records, as related to the technical field for which application is made, undoubtedly play a large part in the selection procedure. Impartial consideration, as outlined here, has been the dominant feature of this program.

To obtain a true picture of the previous enlisted rates of candidates who have been selected for LDO,

it would be necessary to consider the enlisted background of all personnel who have applied since the program began. While this is hardly possible, a tabulation covering the administration classification in the 1950 program is here given. Officers mentioned were commissioned warrant, warrant, or temporary officers at the time of application.

	Number applying	Number selected
YN	102 officer 56 enlisted	8 officer 6 enlisted
PN	11 officer 12 enlisted	1 enlisted
RM	5 officer 17 enlisted	none
TE	5 officer 9 enlisted	1 officer
LI	1 enlisted	none
PI	none	none
MA	3 officer	none
JO	2 officer 1 enlisted	none
CT	1 officer 6 enlisted	none
Other rates	14 officer 143 officer 102 enlisted	none 9 officer 7 enlisted

The above table indicates that allocation of LDO vacancies by ratio within technical fields among the eligible rates is impractical. Two primary reasons exist:

There would be a lack of incentive for those in sparsely populated rates, since vacancies would rarely be open to them.

There would be created a subdivision of the LDO technical fields—the administration field in this case—which would be like having a “super” rate of chief petty officer. This has been avoided carefully throughout the LDO program, and is a point of difference between that program and the warrant officer program.

If, in any year's program, no applicant from a certain rate is selected for LDO status, it is no indication that applicants in that rate were not considered. Applicants in all the Navy's occupational fields except medical and musical are considered in each year's program.

### Copies of Naval Reservist Sent to Ships, Stations

Naval Reservists who go on active duty will now be able to continue their contact with Naval Reserve matters through the publication *The Naval Reservist*. Five copies of the monthly periodical are now sent to each ship and station in the Navy.

BuPers Circ. Ltr. 175-50 (NDB, 15 Nov 1950) gives this information and requests that copies be placed on bulletin boards and in reading rooms where they may be seen by Reserve personnel. Names of Naval Reserve personnel are removed from *The Naval Reservist's* mailing list as the Reservists are recalled to active duty. Until the present distribution to ships and stations began, these people often found themselves denied access to valuable Reserve information.



## Convening Dates Speeded Up At 13 Class A Schools Due To Increased Training Needs

Because of increased training requirements due to naval expansion, convening dates of at least 13 Class A service schools have been speeded up.

The schools, their locations, and previous and new convening periods are as follows:

**Metalsmiths** at San Diego, Calif. Now convenes every two weeks; formerly every four weeks.

**Machinery Repairmen** at San Diego, Calif. Now convenes every second Monday; formerly every four weeks.

**Interior Communications Electricians at Great Lakes, Ill.** To convene every two weeks beginning 29 Jan 1951; formerly every four weeks.

**Disbursing Clerks** at Bayonne, N. J. To convene every three weeks starting 26 Jan 1951; formerly every nine weeks.

**Disbursing Clerks** at San Diego, Calif. To convene every three weeks after 26 Jan 1951; formerly every nine weeks.

**Personnel Men** at San Diego, Calif. To convene every two weeks; formerly every four weeks.

**Personnel Men** at Norfolk, Va. To convene every two weeks; formerly every four weeks.

**Commissarymen** at San Diego, Calif. To convene every three weeks starting 29 Jan 1951; formerly every nine weeks.

**Commissarymen** at Bayonne, N. J. To convene every three weeks starting 29 Jan 1951; formerly every nine weeks.

**Printers** at Norfolk, Va. To convene every four weeks starting 29 Jan 1951; formerly every eight weeks.

**Printers** at San Francisco, Calif. To convene every four weeks starting 29 Jan 1951; formerly every eight weeks.

**Yeomen** at San Diego, Calif. Convenes every two weeks; formerly every four weeks.

Class A schools are designed to cover the ground work for general service ratings. Curriculums for Class A schools include all technical qualifications required for POs third and second.

## Navy Divers Salvage Empty Soft Drink Bottles

Navy deep sea divers stationed at Naval Air Station, Quonset Point, R. I., are harvesting a bumper crop of empty soft drink bottles from the depths of Narragansett Bay.

Already some 5,000 bottles, or about 180 cases, have been salvaged. In some places the empties lie as thick as 24 bottles to the square foot in water which, in pre-Quonset days, produced an annual harvest of world renowned Wickford oysters.

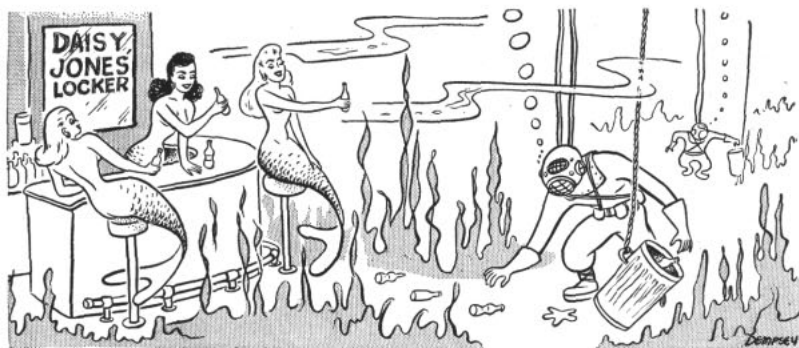
Quonset Point's crop of bottles is a natural phenomenon for obvious reasons—it was easier for crewmen and passengers of tied-up vessels to heave an empty bottle from a ship's deck or porthole than expend energy returning the bottle to the wooden case by the craft's vending machine. This brings up the suggestion that personnel should return empties to the soft drink machine rather than tossing them over the side.

A diver stumbled upon the bottles

several weeks ago while inspecting the bottom around the station's boat house slip.

Four divers retrieve the bottles from the muddy flats below the pier pilings. Wearing their deep diving suits, they operate from diving ladders rigged alongside the pier and from nearby small craft. They work in about 20 feet of water and remain below for 90 minute clips before coming up for a breather. GI cans are used to haul the harvest from the depths.

The subterranean search has been confined to the small boat house slip. However, a diver checking the 1,000-foot carrier pier at Quonset where *USS Kearsarge* (CV 33), *USS Leyte* (CV 32) and other carriers have berthed during the past nine years, reports another bottle field—a virtual glass bottom of empty soft drink bottles. —Raymond Wittek, AD3, USN.



## Dependents Will Get New ID Card for Medical Care

A new identification card for dependents, to indicate their entitlement to hospitalization and medical care, is now available. The new card, known as Form No. NavPers 1343 (New 8-50), replaces the former dependent's identification card for medical care designated NavMed 562 (2-45).

A joint BuPers- BuMed- MarCorps letter of 14 Nov 1950 (NDB, 30 Nov 1950) announces the new identification card and gives instructions regarding it.

The old card will remain valid until the date of expiration indicated on the card. However, all personnel

having dependents should make sure that their dependents have the new card before "the last minute."

Navy and Marine Corps personnel having dependents should request new identification cards from their COs, who can in turn obtain them from District Publications and Printing Offices in the usual manner. In some instances it may be impossible, due to exigencies of the service, for the service member to procure the card and to deliver it to the dependent concerned. In that case, the dependent—or a person acting in the dependent's behalf—may procure a card from either the Bureau of Naval Personnel or Marine Corps Headquarters, as appropriate.

Details are given in the directive.

# WHAT'S IN A NAME

## Plum Duff

In the more frugal seafaring days, and even more recently during the last war, meatless Thursdays were observed throughout the Navy.

The early seaman referred to such a day as "Banian Day," a term derived from a caste of Hindu merchants and traders who, by their religion, abstained from eating meat.

Closely associated with Banian Day was Plum Duff, a flour and water pudding with raisins or currants added and usually boiled in a bag. It was served to compensate for the absence of a meat ration for the day. Variations of this mixture still are an item of sea and shore menus, but as a dessert rather than a meat substitute.

Plum Duff, as a name, is supposed to have originated years ago when an Irish cook found a new recipe for a plum or raisin dough pudding and tried it out on the crew.

When asked what the dish was, the cook

answered, "Duff—here it is in the book." "But," objected an erudite seaman examining the page, "that's not duff, it's dough—d-o-u-g-h!" "Well, I'd like to know!" countered the cook rather testily. "If r-o-u-g-h spells ruff, and t-o-u-g-h spells tuff, then d-o-u-g-h spells duff!" And, in tradition, duff it has remained.



## Information School Moves From Carlisle Barracks to Fort Slocum, N. Y.

Fort Slocum, N. Y. near New Rochelle in Westchester County, is to be the new location of the Armed Forces Information School. From its beginning, until the end of 1950, the school was located at Carlisle Barracks, Pa.

The suburban New York City site was chosen for the Information School largely because of the nearness of newspaper, radio, television and public relations facilities. All these are found in abundance in New York, and accommodations for the school are ample at Fort Slocum. Until 1946, Fort Slocum was an Army post; an Air Force Base from 1946 until July 1950. At the present, it is controlled by the General Services Administration, a government agency.

The Information School will be moved during the period 21 February-15 Apr 1951 and regular classes will be resumed beginning 9 May 1951. The Armed Forces Information School conducts both officer and enlisted courses in Public Information and in Information and Education. The officer courses are 14 weeks

long and the course for enlisted personnel are six weeks long. Full information concerning eligibility and applications is furnished in BuPers Circ. Ltrs. 120-49, (NDB, 31 July 1949).

In addition the school has been conducting short courses in Public Information and Armed Forces Information and Education concurrently with the regular courses for the benefit of Reserve officers recalled to active duty. This program is outlined in BuPers Circ. Ltr. 151-50 (NDB, 15 Sept 1950). Class schedules following the 9 May 1951 convening date have not been announced as yet.

Two other schools formerly located at Carlisle are also being moved. They are the Chaplains' School and the Army Security Agency School. The former is accompanying the Information School to Fort Slocum, while the Security Agency School is to locate at Fort Devens, Mass.

The relocation of schools operating at Carlisle Barracks was made necessary when that location was chosen as a permanent home for the Army War College. That college is conducting its 1950-51 course at Fort Leavenworth, Kans.

## State Bonuses Are Approved By the Voters of Oregon, Montana and West Virginia

Veterans of West Virginia, Oregon and Montana will receive war bonuses as a result of favorable action by voters in the last elections.

Personnel who believe they might be eligible are cautioned, however, not to write to state officials or to the Bureau of Naval Personnel for additional details. The state legislatures must meet in 1951 to enact the necessary laws setting up payment machinery and providing specific requirements for payment of the bonus.

Other than the information given here, no more is available. As in the past, ALL HANDS will carry further details as they become available.

Election returns showed that the three states passed legislative referendums calling for bonus payments to war veterans at the rate of \$10 per month for domestic service and \$15 per month for overseas service. A fourth state, Louisiana, voted to extend the bonus application deadline of 1 Dec 1949 to 1 Jan 1951.

As passed by the voters, provisions of the bonus referendums were:

### West Virginia

**Amount**—Payment will be made at the rate of \$10 per month for each month of service within the territorial limits of the United States up to a maximum of \$300. For foreign service the rate is \$15 per month up to a maximum of \$400. The total payment is expected to amount to \$90,000,000 and includes bonuses for World Wars I and II service.

The amount to which any deceased veteran would be entitled if living will be paid to surviving relatives who are West Virginia residents at the time of filing in the following order: unremarried widow, children under 16, or dependent parents. Dishonorably discharged veterans are not eligible.

**Service**—Active service in World War II must have been between 7 Dec 1941 and 2 Sept 1945, and for World War I between 6 Apr 1917 and 11 Nov 1918. The veteran must have served at least 90 days within the specified dates unless discharged

because of a service-connected disability.

**Residence** — The veteran must have been a resident of West Virginia at the time of entry into the service and for at least six months before.

#### Oregon

**Amount**—\$10 for each month of domestic service and \$15 per month of foreign duty to a maximum of \$600. The \$600 maximum is paid to the veteran whose services are terminated by reason of service-connected disability and who, upon filing a claim for disability with the Veterans Administration within three months after separation from the armed service, was rated not less than 50 per cent disabled as a result of the disability claim. Also entitled to the maximum are the survivor or survivors of the deceased veteran whose death was caused or contributed to by a service connected disability or disease incurred in service under conditions other than dishonorable. If death was not incurred in or due to service, the survivor will receive the amount the veteran would have received. Eligible survivors include the unmarried wife or husband, children, and parents, in that order.

**Service**—Must have served at least 90 days between 16 Sept 1940 and 30 June 1946.

**Residence**—Must have been a bona fide Oregon resident for at least one year immediately prior to World War II active duty.

#### Montana

No details on the provisions of the referendum were available except that the amount is to be paid on the rate of \$10 per month of domestic service and \$15 per month of overseas service.

To pay for the bonus, a two-cent tax is levied on cigarettes.

#### QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (c) Commodore's flag.
2. (c) Brigadier general's flag.
3. (b) Trademan (TD).
4. (c) Machine accountants (MAs).
5. (a) Plotting a weather pilot balloon sounding to compute winds aloft.
6. (b) Aerographer's mates (AGs).

## NAS Alameda Marks 10 Years of Achievement

"Hey, what's the big cake for?" asked a startled bluejacket as he entered the messhall at Alameda Naval Air Station for a meal at noon time.

The galley MAA jerked his thumb toward a big pink-and-white iced cake flanked by silver candlesticks. "That? It's for a tenth birthday, Buddy. Now go on in and eat. You're holdin' up the line."

The sailor moved ahead, stacking his tray with roast tom turkey and ham, mashed potatoes, sage dressing, gravy and pineapple sauce, cranberry sauce, celery, olives, sweet potatoes and all the trimmings of a holiday meal. Almost staggering under the heaped tray, he found a seat. He turned to, wondering if it could be his birthday. Suddenly the loud speaker snapped on and a voice said, "All hands, may I have a few minutes of your attention?"

The bluejacket turned around and did a quick double-take. It was the skipper himself at the mike.

Captain John B. Moss, USN, the station's CO, continued. "Today is the tenth anniversary of the commissioning of this station. Since it is now your home and mine, I feel

you would like to know a little about how it got here in the first place."

He then proceeded to give the diners a thumbnail sketch of the task of building the air base. He touched especially on the fact that 2,200 acres of swamp and tideland had been converted by American skill and energy into a booming air station in record time to meet the needs of World War II.

Captain Moss outlined some of the achievements of the station, pointed out that it's the only west-coast jet repair base, and elaborated on the importance of "service to the fleet."

"Each and every one of us has a job to do," he concluded, "and I count myself fortunate, as I hope you do, to be able to be here at this station to do it. Alameda has established a fine reputation in these 10 years. It is up to us to carry on in the traditions already set up for us."

Then Captain Moss stepped down, took a big galley knife in his hand, and cut the cake with the 10 candles still burning—10 points of light designating 10 years of achievement. — Grace Bosworth, SN, USN.

## 4 Courses Planned for 1951 At the Naval War College

Four courses are scheduled to begin at the Naval War College, Newport, R. I., late in 1951.

Three will begin on 16 Aug 1951 and the Advanced Course will begin when officers are available for assignment to take the course. A description of the courses follows:

• **Advanced Course**—Flag officers and captains selected to flag rank are eligible. The course is of approximately six months' duration and provides officers with an opportunity to further their understanding of the fundamentals of warfare, with emphasis on a review of knowledge necessary for the exercise of high command and the advancement of their strategic thinking.

• **Strategy and Tactics Course**—This and the remaining two courses will be of 10 months' duration. Line

and staff officers of the Regular Navy of the grades of captain and commander, having commissioned service of from 15 to 25 years, inclusive, are eligible.

• **Logistics Course**—This course emphasizes the nature of logistics and the influence of logistics on future warfare. Line and staff officers of the Regular Navy of the grades of captain and commander, having commissioned service of from 15 to 25 years, inclusive, are eligible.

• **Command and Staff Course**—This course will provide lieutenant commanders with an opportunity to further their understanding of the fundamentals of warfare, with emphasis upon the operational functions of command and organization, and procedures of staffs.

For further information concerning these courses, consult BuPers Circ. Ltr. 188-50 (NDB, 30 Nov 1950).



## Active Duty Personnel Get Part of Tuition Paid for Spare-Time Study Courses

Opportunity is knocking, for naval personnel who are in a position where they can pursue off-duty study courses at accredited civilian educational institutions. For those who can qualify, Uncle Sam will pay, with certain limitations, three-quarters of the tuition cost.

Information about this matter is contained in BuPers Circ. Ltr. 178-50 (NDB, 15 Nov 1950). To be eligible, the directive states, candidates must be Regular Navy personnel or Naval Reserve personnel on continuous active duty. Enlisted personnel of the Regular Navy must have at least one year of obligated service remaining at time of enrollment. Also, his remaining period of service at his present station must be such that he can reasonably expect to be able to complete the course.

Institutions considered accredited are those listed in Part I of "Accredited Higher Institutions 1948" Bulletin 1949, No. 6, U. S. Office of Education. If your information and

education officer doesn't have a copy of this, he can get one from your district publications and printing office.

The circular letter calls on COs to approve only those courses which will contribute to the individual's performance of duty or professional capabilities. Justification for spending the funds should be apparent to the CO before approval is granted.

Tuition assistance obtainable under the provisions of this letter amount to three-fourths of the tuition cost, up to \$7.50 per semester hour—\$5.00 per quarter hour if the institution uses the quarter hour system. If the course desired is a high school course, the allowance is \$22.50 per Carnegie unit. (A Carnegie unit is the amount of credit allowed for a regular high school course, such as English or algebra, taken throughout a school year and passed.) All costs in addition to tuition must be borne by the individual. The directive includes instructions regarding funds, for district and river commandants and force commanders.

Here is the procedure for commencing a study course under the provisions of BuPers Circ. Ltr. 178-50.

- The individual confers with his educational officer or educational counselor concerning a course, or courses, suited to his needs, qualifications and educational program.

- The individual applies for admission to the educational institution or requests a statement that he will be accepted.

- Upon receiving an indication from the institution that he will be admitted, the individual submits a request to the CO for approval of funds. A sample request is given as an enclosure to the circular letter.

- If he deems it justified, the CO requests the necessary allocation of funds from the appropriate command.

No payments under this program will be made for courses which were under way at the time the letter became effective or for courses taken at any time in the past. A similar program was conducted through part of 1948 and most of 1949, providing for government payment of various portions of tuition costs. This was discontinued in November 1949.

## Advancements Temporary To PO2, PO1 and CPO Starting 1 Jan 1951

Starting 1 Jan 1951, all advancements in rating to pay grades E-5 (PO2), E-6 (PO1), and E-7 (CPO) will be temporary.

This new advancement policy is being inaugurated by BuPers because of uncertainty as to the total enlisted strength and composition of the Navy which will be authorized under the current expansion program. Advancements to PO3 and lower ratings will continue to be permanent.

BuPers is requesting that CO's explain fully to all enlisted personnel the reasons for this action. They point out the measure is being taken in order to maintain a properly balanced permanent enlisted rating structure, based on established and continuing requirements of the Navy, and to provide for flexibility of organization about the structure

## 8th Enlisted Man Honored For Heroism in North Korea

Addition of another name brings to eight the number of enlisted men awarded the Bronze Star Medal for heroism in the task of blowing up a railroad tunnel in North Korea. The latest award went to Lon H. Franklin, MM3, USN, who volunteered to serve as a member of the boat crew which took the party ashore and later returned it to its ships.

An account of the raid on a railway tunnel in enemy territory is given in ALL HANDS, December 1950, p. 56. Commander William B. Porter, USN, who planned and led the excursion, was awarded the Legion of Merit with Combat V.

Franklin's citation states, in part: "He assisted in providing the landing party with a safe and expeditious passage to its assigned objective along an unfamiliar and exceedingly dangerous coastline . . . through waters infested with native fishing and patrol boats."

## Eligible PO1s Will Take CPO Exams on 13 February

Service-wide competitive examinations for advancement in rating to chief petty officer, acting appointment, will be conducted throughout the Navy on 13 Feb 1951.

Eligible to compete in the examinations are first class petty officers of both the Regular Navy and Naval Reserve, provided they meet the necessary qualifications.

In general, those eligible to compete in the exams are first class petty officers who have had, or will have by 16 June 1951, 36 months' duty in their present pay grade and at least six months' sea duty during that time. Sea duty is not a requirement for enlisted women, personnel in aviation ratings, and the ratings of communications technician, machine accountant, draftsman, journalist, photographer's mate, and certain personnel in a limited duty status. Personnel must also meet specified proficiency in rate and conduct marks and be recommended for advancement by their commanding officer.

Detailed information on all administrative procedures to be carried out in connection with the new temporary rating system are contained in BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950).

## A black and white cartoon illustration. On the left, a man in a hat and armor, holding a long staff, points a handgun at a man on the right. The man on the right is wearing a white robe and a cap, looking surprised with his hands raised. In the foreground, a woman in a hat sits on a small stool next to a wooden barrel. In the background, a sign on a post reads "Get away from it all... Sail to the new world". The signature "DEMPSEY" is at the bottom right.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

### Alnavs

No. 123 — Sets policy for non-forfeiture of BAQ allowance for two months after commencement of unauthorized absence.

No. 124 — Lists officers recommended for promotion to commander as approved by the President.

No. 125 — Cancels Alnav 100 and

states that travel of dependents to all Pacific areas may be resumed under same conditions which existed before 25 June 1950.

No. 126 — Gives information on policy of public discussion of other branches of the military forces.

No. 127 — Cancels all written professional examinations for promotion of officers until further notice.

No. 128 — States policy for the transportation of dependents to overseas areas in the Pacific.

No. 129 — Lists officers selected for promotion to temporary grades of captain and commander as approved by the President in the Chaplain Corps of the Navy.

No. 130 — Lists officers selected for temporary promotion to grade of commander in the Civil Engineer Corps.

No. 131 — Publishes Presidential approval of President of selection

board report of officers recommended for promotion for temporary service of captains and commander rank in the Dental Corps.

No. 132 — States President has approved report of selection board recommending Marine Corps officers for temporary promotion to the grade of colonel.

No. 133 — Gives additional information in defining pay grades mentioned in Alnav 115-50.

No. 134 — Calls for applications for transfer to special duty only designations from Regular Navy lieutenants (junior grade) and ensigns.

No. 135 — Announces distribution of medical officers professional training record DD form 408.

No. 136 — States President has approved selection board recommendation for promotion of three women officers to major in the Marine Corps.

No. 137 — Announces Presidential approval of selection board recommendation for promotion for temporary service in the grades of captain and commander in the Medical Corps, commander in the Medical Service Corps, and commander in the Nurse Corps.

No. 138 — Calls attention of all Reserve officers recalled to active duty after 1 July 1950 to comply with Article B-2205 BuPers Manual.

No. 139 — Announces service-wide competitive examinations for advancement in rating to chief petty officer will be held 13 Feb 1951.

### Navacts

No. 8 — Calls for applications for one-year postgraduate course in comptrollership to be convened September 1951.

No. 9 — Announces applications desired for postgraduate course in operations analysis to commence in the fall of 1951 for one year of academic study.

### BuPers Circular Letters

No. 170 — Establishes duty rotation policy for enlisted women.

No. 171 — Calls for applications for submarine training at New London, Conn.

No. 172 — Opens applications for Reserve commissions from Naval Reserve enlisted personnel now on active duty.

No. 173 — States importance of

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## Applications Are Desired For Officers' Sub Class; Deadline Is 1 Mar 1951

Applications are desired by BuPers for the officers' class convening during the first week in July 1951 at the Submarine School, New London, Conn. Length of the course will be six months.

Applications of volunteers for submarine training for this class are desired from officers in the following two categories:

- Lieutenant (junior grade) with date of rank as lieutenant (junior grade) of 1 Jan 1950 or later.

- Ensign with date of rank as ensign prior to 1 July 1950.

Applications should reach BuPers not later than 1 Mar 1951. Dispatch may be used if application by letter cannot reach BuPers in time.

This information is given in BuPers Circ. Ltr. 171-50 (NDB, 31 Oct 1950). The directive states that officers will not be ordered to the Submarine School unless they have completed at least one year of commissioned service as of 1 July 1951. Officers will be selected upon the quality of their fitness-report records and educational background. All officers applying for submarine training should be qualified to stand OOD watches under way. Signed agreements not to resign during the course,

and to serve one year in the naval service after successfully completing submarine training, must be submitted with applications.

Applications submitted prior to the receipt of Circ. Ltr. 171-50 will not be considered unless resubmitted in accordance with the provisions of Circ. Ltr. 171-50.

COs are called upon to bring the circular letter to the attention of all officers who are eligible for submarine training, and to forward all applications. Applications are to be forwarded to the Chief of Naval Personnel (Pers-B1117), with a statement as to whether or not the candidate is qualified to stand OOD watches under way included in the forwarding endorsement. Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarines as established by the Bureau of Medicine and Surgery Manual.

There are a limited number of quarters available on the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

Sixty officers were selected for the Submarine School class convening on 8 Jan 1950.



evaluation sheets for chief petty officers and petty officers first class.

No. 174 — Gives information on marriages while on foreign duty and admission to U.S. of certain alien spouses or unmarried children.

No. 175 — Announces that the publication *The Naval Reservist* will be distributed to Regular Navy activities for the benefit of Reserve personnel on active duty.

No. 176 — Announces policy of the Navy Department concerning conscientious objectors.

No. 177 — Lists temporary warrant officers selected for promotion to temporary commissioned warrant officer.

No. 178 — Announces program for partial payment of tuition for off-duty courses taken by naval personnel at accredited civilian educational institutions.

No. 179 — Announces applications are open for appointment of qualified Regular Navy enlisted men in the grade of ensign in the Naval Reserve.

No. 180 — Information on voting by personnel of the armed forces.

No. 181 — Contains information on temporary advancements in rating to pay grades E-5, E-6 and E-7.

No. 182 — States that information on critical shortages of housing for naval personnel will be carried in *ALL HANDS Magazine* rather than in the Navy Department Bulletin.

No. 183 — Contains additional information on promotion examinations for officers.

No. 184 — Contains information on availability and distribution of atomic weapons effects and individual action card.

No. 185 — Defines currently applicable privileges and benefits under the Soldiers' and Sailors' Civil Relief Act.

No. 186 — Publishes supplemental instructions in the use of the standard transfer order form for enlisted personnel.

No. 187 — Contains information on promotion examinations for officers, stating that the suspension of written examinations is of a temporary nature.

No. 188 — Lists four courses scheduled to commence 16 Aug 1951 at Naval War College.

No. 189 — Provides guidance in filling out the monthly fiscal report (NavPers 501-B).

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# BOOKS:

## REALITY AND FICTION IN THE NEW VOLUMES

HERE are some of the first of the many new books which will find their way to the Navy's ship and station libraries during 1951. BuPers chose these, and others, from among advance copies of many new titles. Constant additions of new volumes keep the Navy's libraries bulging with good reading matter. Don't let it go to waste.

★ ★ ★

• *Rivers Parting*, by Shirley Barker; Crown Publishers.

This story, a superb historical novel, is laid in the period when New Hampshire was being settled. Its locale alternates between the new world of that area and the old world of England.

It's in old England that the story begins—at the Scarlocks' rambling, centuries-old house in the county of Nottingham. John Scarlock was a young man then, wanting to marry a bar-maid named Joan. Life flowed swiftly and strongly for John in the years that followed, and for his son Will, who was born in New Hampshire but had to taste England himself before he knew where he belonged.

Shirley Barker, the author, was a poet before she was a novelist, and her background as a bard shows through her prose. Seldom, indeed, will a person find such an altogether satisfying combination of tale and

language of telling. Literary Guild selection for January.

★ ★ ★

• *Breaking the Bismarcks Barrier*, by Samuel Eliot Morison; Atlantic-Little, Brown.

This is volume VI of Captain Morison's proposed 14-volume history of U.S. naval operations in World War II. The first four are *The Battle of the Atlantic*, *Operations in North African Waters*, *The Rising Sun in the Pacific*; *Coral Sea, Midway and Submarine Actions*, and *The Struggle for Guadalcanal*.

The present volume covers the period 22 July 1942 to 1 May 1944—a period which, in the far Pacific, was filled with furious naval action. This portion of the history, like the others which have come before, is so replete with important names, dates and events that hardly a paragraph could be omitted without slighting something which deserves remembrance.

A listing of the titles of the book's four parts should help as guideposts. They are: I—The Papuan Campaign, II—The Central Solomons and Huon Gulf Campaigns, III—The Bougainville Campaign, and IV—Rings Around Rabaul. The 26 chapters that make up these four parts consist of some 450 pages, every one jam-packed with information.

★ ★ ★

• *The Far Lands*, by James Norman Hall; Atlantic-Little, Brown.

Here is the story of an epic Polynesian pilgrimage of long ago—a story with its share of violence and passion yet possessing a dreamy, almost mystical, quality ideally suited to the time and area concerned. It's good "escape fiction," romantic and remote, but fully plausible.

James Norman Hall, alone or with his former co-author Charles Nordhoff, has written many tales of the far lands of the southern seas. Those with whom he has previously shared his love for the gentle islanders and their way of life will be enthralled anew by this romance from their legendary past. Others will be fortunate to be introduced to them as Hall knows them in this vivid, enchanting story.

• *Professor Fodorski*, by Robert Lewis Taylor; Doubleday and Company, Inc.

Writing in his usual smooth, penetrating style, Robert Lewis Taylor presents here a pungent, witty politico-sporting romance of college and football. At the same time, he introduces one of the most charming, most engaging characters to appear in recent fiction—Professor Fodorski, from a place called Wittemberg.

Our sports editor at ALL HANDS say it's the funniest football-connected writing he has read within memory. Even your book reviewer, who barely knows the difference between a quarterback and an end-zone, found much that was hilarious in this short novel. Visualize if you can a gentle, absent-minded European scholar suddenly thrown in with pigskin luggers and associated politicians at Southern Baptist Institute of Technology—and loving every hour of it. Good, rollicking fun.

★ ★ ★

• *A Variety of Fallon*, by Carlos Fallon; Little, Brown and Company.

Here is a light and entertaining, yet highly informative, autobiography—as pleasureable as the best fiction.

Carlos Fallon—of Irish, Spanish, and perhaps a bit of Indian, ancestry—was born into a large family which lived on a misty height outside Bogotá, Colombia, South America. Today his home is in Washington, D. C., but Mr. Fallon spends much time traveling from one lecture platform to another in various parts of the country.

All the hectic years from infancy to the present shared in providing grist to make *A Variety of Fallon* 275 pages of pure pleasure. Boyhood baths in an icy spring in the family patio, followed by wild dashes to a bed which has been pre-warmed by a servant girl; college days in New Orleans, enlivened by a detached head and a vehicle called an Essex; a South American war, after which it was necessary to sail a four-stack destroyer a good long way under canvas; and jungle secrets, including *yage*, which is something to drink.

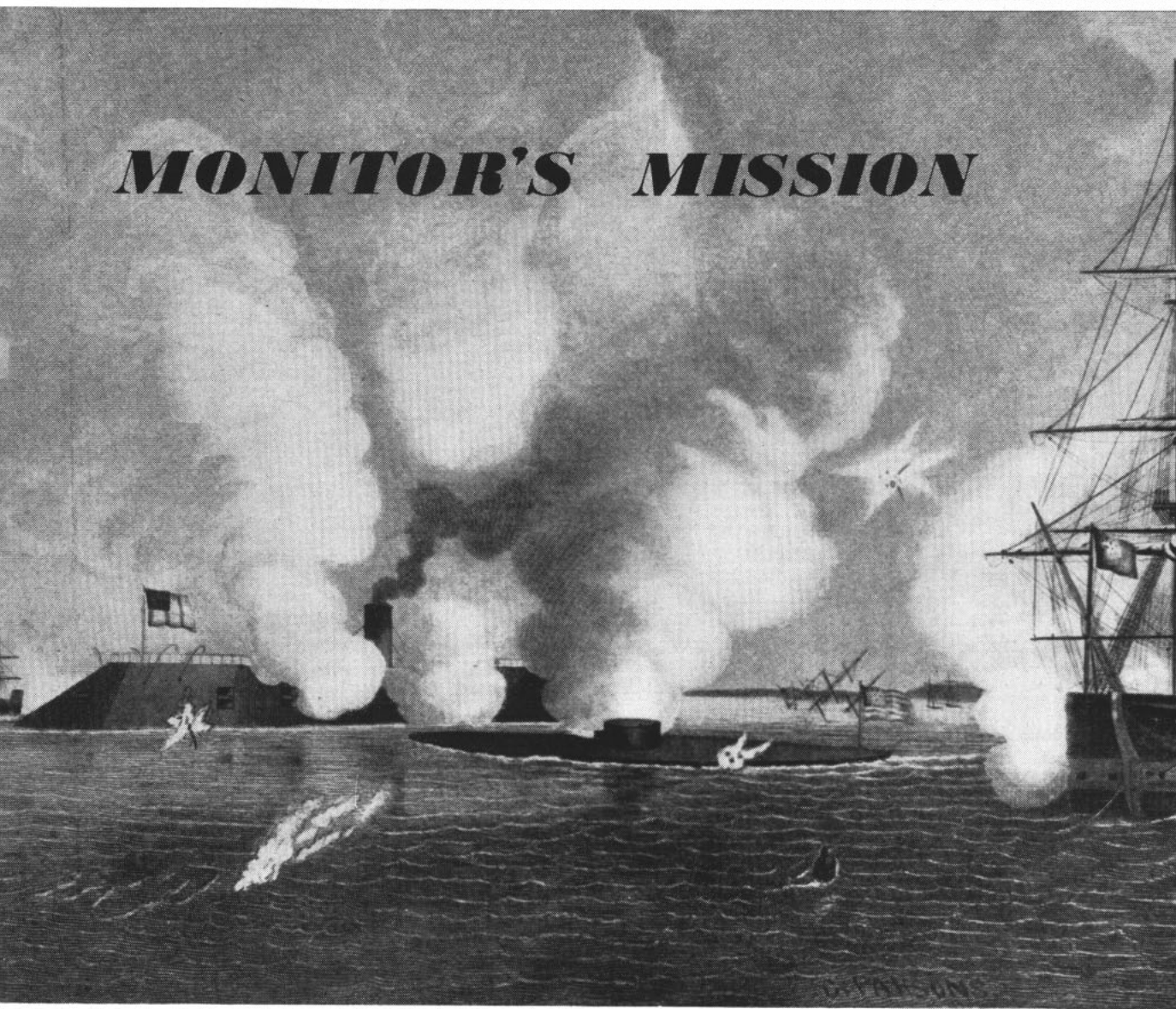
Unlike some other autobiographical books, this one—despite a number of outlandish events—does not strain the reader's credulity. It rings true throughout.



VIOLENCE dominates this new James Norman Hall novel about the Polynesians and a legendary pilgrimage.

**ALL HANDS BOOK SUPPLEMENT**

# ***MONITOR'S MISSION***



**HAMPTON ROADS: 1862**

From the document manuscript "Monitor and Merrimac" by R. S. Collum is reprinted a letter home by Lieutenant S. Dana Greene, USN.



# MONITOR'S MISSION



On Sunday morning, March 9, 1862, President Lincoln's cabinet was hastily called to a meeting in Washington. From Norfolk had come the first news of the Rebel ironclad Merrimac in action, and it was all bad: The U.S. frigate Congress, 50 guns, was a flaming wreck. The sloop of war Cumberland, 30 guns, was rammed and sunk. The 50-gun Minnesota was fast aground.

That had been a half day's work for the 10-gun Merrimac, whose armor had suddenly made Union guns seem worthless. The flagship Roanoke, 40 guns, and St. Lawrence, 50 guns, were still afloat, buddled up under Fort Monroe. But how long could they last?

"The Merrimac will change the course of the war," said Secretary of War Stanton to the cabinet. "She will destroy seriatim every naval vessel; she will lay all the cities on the seaboard under contribution. I have no doubt that the enemy is at this minute on the way to Washington, and that we shall have a shell from one of her guns in the White House before we leave this room."

That this debacle should have come about at all was due to the haste with which the Union had evacuated the Norfolk Navy Yard during the previous year, under pressure of Confederate forces. If they had taken the time to blow up their steam frigate Merrimac, instead of merely sinking her with appreciable damage to her hull and engines and boilers, the Confederates would never have been able to raise her to fight for the South.

But raise her they did, and crotchety, creaky vessel that she was, she almost turned the Federals out.

She was a ponderous ship for her day, with an ap-

pearance not unlike that of a chopped-off mountain. Above the waterline, the sides of her midships section slanted at a 55-degree angle and were covered over with four inches of plate iron. Her ten guns were a 7-inch rifle at both bow and stern, a 6-inch rifle on either side, and three 9-inch smoothbores firing also to port and starboard.

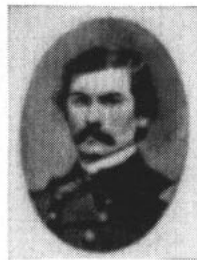
The midships section covered 178 feet of the hull, or about two-thirds. The remainder, at the bow and stern, was levelled off so as to be just awash when the ironclad was underway and in fighting trim. With the heavy guns and armor piled onto a hull that had not been built for such weight, she drew 22 feet aft and was hard put to work up a speed of five knots.

The North, getting wind of Merrimac's conversion, rushed into production an ironclad of their own. Its name, Monitor, was chosen by its designer as meaning it would "admonish" the South. She was 142 feet long, with a revolving turret protected by eight-inch armor amidships. Her heavy armament was

two 11-inch smooth-bores.

Although Monitor maneuvered fairly well and drew only 10 feet and a few inches, she was so unseaworthy that it can be considered a minor miracle she ever survived the trip from New York to Norfolk to fight Merrimac to a draw.

Her young executive officer, Samuel Dana Greene, 22 years old and only out of the Naval Academy since 1859, tells about it here, as reprinted from a letter he wrote home to his parents.



LT Greene

U.S. Steamer Monitor  
Hampton Roads, Va.  
March 14, 1862

MY DEAR MOTHER AND FATHER:

I commence this now but I don't know when I shall finish, as I have to write it at odd moments when I can find a few minutes' rest. When I bade Charley goodnight on Wednesday, the 5th, I confidently expected to see you the next day, as I then thought it would be impossible to finish our repairs on Thursday, but the mechanics worked all night and at 11 a.m. Thursday we started down the harbor in company with the gunboats *Sachem* and *Currituck*.

We went along very nicely and when we arrived at Governor's Island, the steamer *Seth Low* came along

side and took us in tow. We went out past the Narrows with a light wind from the west and very smooth water. The weather continued the same all Thursday night. I turned out at 6 o'clock on Friday morning, and from that time until Monday at 7 p.m. I think I lived ten good years.

About noon the wind freshened and the sea was quite rough. In the afternoon the sea was breaking over our decks at a great rate and coming in our hawse pipes forward in perfect floods.

Our berth deck hatch leaked in spite of all we could do, and the water came down under the tower like a waterfall. It would strike the pilot house and go over the tower in the most beautiful curves. The water that came through the narrow peepholes in the pilot house

did so with such force as to knock the helmsman completely around from the wheel.

At four o'clock the water had gone down our smokestacks and blowers to such an extent that the blowers gave out, and the engine room rapidly filled with gas. Then occurred a scene I shall never forget.

Our engineers behaved like heroes, every one of them. They fought with the gas, endeavoring to get the blowers to work, until they dropped down apparently as dead as men ever were.

I jumped into the engine room with my men as soon as I could and carried them on top of the tower to get fresh air. I was nearly suffocated with the gas myself but got on deck after everyone was out of the engine room, just in time to come around myself. Also, three firemen were in the same condition as the engineers.

Times looked rather blue, I can assure you. We had no fear as long as the engine could be kept going, to pump out the water, but when that stopped the water increased rapidly.

What to do now we did not know. We had done all in our power and must let things take their own course. Fortunately, the wind was off shore, so we hailed the tug boat and told them to steer directly for the shore in order to get into smooth water. At eight p.m. we managed to get the engines to go, and everything was comparatively quiet again.

## 2

The Captain had been up nearly all the previous night, and as we did not like to leave the deck without one of us being there, I told him I would keep the watch from eight to twelve, he take it from twelve to four, and I would relieve him from four to eight.

Well, Mother, the first watch passed off very nicely—smooth sea, clear sky, the moon out and the old tank going along five and six knots very nicely. All I had to do was keep awake and think over the narrow escape we had had in the afternoon.

At twelve o'clock things looked so favorable that I told the Captain he need not turn out; I would lay down with my clothes on, and if anything happened I would turn out and attend to it. He said very well, and I went to my room and hoped to get a little nap.

I had scarcely got to my bunk when I was startled by the most infernal noise I ever heard in my life. We were just passing a shoal and the sea suddenly became very rough right ahead. It came up with tremendous force through our anchor well, and forced the air through our hawse pipes, where the chain comes, and then the water would come through in a perfect stream clear to our berth deck over the wardroom table.

The noise resembled the death groans of twenty men, certainly it was the most dismal, awful sound I ever heard. The Captain and myself were on our feet in a moment, endeavoring to stop the hawse pipe.

We succeeded partially—but now the water commenced to come down our blowers again. We feared the same accident that happened in the afternoon. We tried to hail the tugboat, but the wind being directly ahead they could not hear us, and we had no way of signalling to them since the steam whistle had not been put on.

We commenced to think then that *Monitor* would never see daylight. We watched carefully every drop of water that went down the blowers and sent continually to ask the fireman how the blowers were going. His only

answer was: "Slowly, and not much longer unless the water could be stopped from coming down."

The sea was washing completely over our decks and it was dangerous for a man to go on them, so we could do nothing to the blowers.

In the midst of all this, our wheel ropes jumped off the steering wheel (owing to the pitching of the ship) and became jammed. She now commenced to sheer about at an awful rate, and we thought that our hawser must certainly part. Fortunately, it was a new one and held on well.

In the course of half an hour we fixed the wheel ropes and now our blowers were the only difficulty. About three o'clock on Saturday morning the sea became a little smoother, though it was still rough and water was going down our blowers to some extent. The never failing answer from the engine room was: "Blowers going slowly, but can't go much longer."

From four o'clock until daylight was certainly the longest hour and a half I ever spent. I certainly thought the sun had stopped in China and never intended to pay us another visit.

At last, however, we could see. We made the tugboat stand nearer in to shore and get in smooth water, which we did about eight o'clock, a.m.

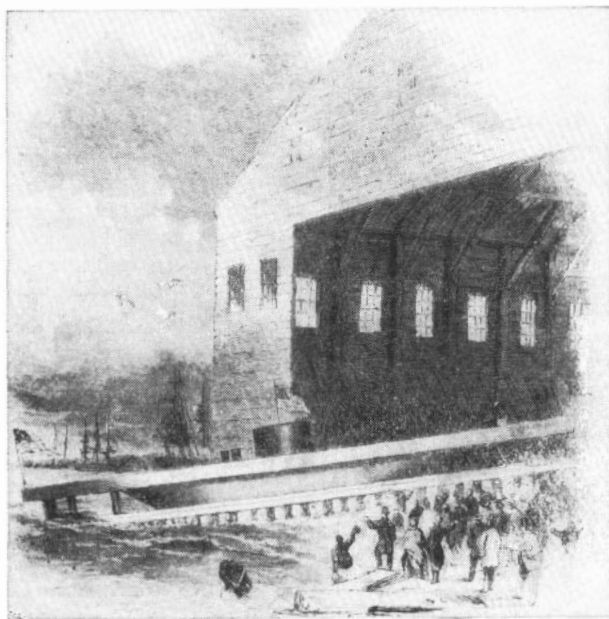
## 3

Things were again a little quiet, but everything wet and uncomfortable below. The decks and airports leaked, and the water still came down the hatches and under the tower.

I was busy all day making out my station bills and attending to different things that constantly required my attention. At three p.m. we parted our hawser, but fortunately the sea was quite smooth and we secured it without difficulty.

At four p.m. we passed Cape Henry and heard heavy firing in the direction of Fortress Monroe. As we approached, it increased and we immediately cleared ship for action.

About halfway between Fortress Monroe and Cape Henry we spoke with a pilot boat. He told us *Cumberland* was sunk and *Congress* was on fire, and had sur-



## MONITOR'S MISSION

rendered to *Merrimac*. We did not credit that at first but as we approached Hampton Roads we could see the fine old *Congress* burning brightly, and we knew then it must be so. Sadly indeed did we feel to think those two fine old vessels had gone to their last homes with so many of their brave crews. Our hearts were very full, and we vowed vengeance on *Merrimac* if it should ever be our lot to fall in with her.

At nine p.m. we anchored near the frigate *Roanoke*, the flagship of Captain Marston. Captain Worden immediately went on board and received orders from Newport News to protect *Minnesota* (which was aground) from the Rebel's *Merrimac*.

We immediately got under weigh and arrived at *Minnesota* at eleven p.m. I went on board in our cutter and asked the captain what his prospects were of getting off. He said he should try to get afloat at two a.m., when it would be high water. I asked him if we could render him any assistance, to which he replied no. I then told him we should do all in our power to protect him from the attacks of *Merrimac*. He thanked me kindly and wished us success.

Just as I arrived back on board *Monitor*, *Congress* blew up and certainly a grander sight was never seen, but it went straight to the marrow of our bones. Not a word was said, but deep did each man think, and wish he was by the side of the *Merrimac*.

### 4

At one a.m. we anchored near *Minnesota*. The Captain and myself remained on deck waiting for word of *Merrimac*.

Daylight came, and we discovered *Merrimac* at anchor with several vessels under Sewall's Point. We immediately made every preparation for battle.

At eight a.m. on Sunday, *Merrimac* got under weigh, accompanied by several steamers, and headed directly for the still grounded *Minnesota*. By this time our anchor was up, the men at quarters, the guns loaded, and everything ready for action.

As *Merrimac* came closer, the Captain passed the word to commence firing. I tried up the port, ran the gun out, and fired the first shot. Thus commenced the great battle between *Monitor* and *Merrimac*.

Now mark the condition our men and officers were in. Since Friday morning (forty-eight hours) they had had no rest and very little food, since we could not conveniently cook. They had been hard at work all night, with nothing for breakfast except hard bread. They were thoroughly worn out and as for myself, I had not slept a wink for fifty-one hours and had been on my feet almost constantly.

But after the first gun was fired we forgot all our fatigues, hard work and everything else, and went to work fighting as hard as men ever fought. We loaded and fired as fast as we could. I pointed and fired the guns myself. Every shot I would ask the Captain the effect, and the majority of them were encouraging.

The Captain was in the pilot-house directing the movements of the vessel. Acting Master Stodder was standing at the wheel which turns the gun tower, but since he could not manage it, he was relieved by Stimers. The speaking trumpet from the tower to the pilot-house

was broken, so we passed the word from the Captain by Paymaster Keeler and Captain's Clerk Toffey to reach myself on the berth deck.

Five times during the engagement the ships touched sides, and each time I fired a gun at her and will vouch that the 168 pounds of shot penetrated her sides. Once she tried to run us down with her iron prow but did no damage whatever.

After fighting for two hours we hauled off for half an hour to hoist shot in the tower, then at it again we went as hard as we could. The shot, shell, grape, canister, musket and rifle balls flew about us in every direction, but did us no damage.

Our tower was struck several times and though the noise was pretty loud, it did not affect us any. Stodder and one of the men were carelessly leaning against the tower when a shot struck the tower exactly opposite to them and disabled them for an hour or two.

At about 11:30 the Captain sent for me. I went forward and there stood as noble a man as lives, at the foot of the ladder of the pilot-house. His face was perfectly black with powder and iron, and he was apparently blind.

I asked him what was the matter.

He said a shot had struck the pilot-house exactly opposite his eyes and blinded him, and he thought the pilot-house was damaged. He told me to take charge of the ship and use my own discretion. I led him to his room and laid him on the sofa, then took his position.

On examining the pilot-house, I found the iron hatch on top had been knocked about halfway off, and the second iron bar from the top on the forward side was completely cracked through.

We still continued firing, the tower being under the direction of Stimers. We were between two fires—*Minnesota* on one side and *Merrimac* on the other. The latter was retreating toward Sewall's Point and stray shot from the *Minnesota* struck us twice on the tower. I knew if another shot should strike our pilot-house in the same place, our steering apparatus would be disabled and we would be at the mercy of the Rebel batteries on Sewall's Point.

*Merrimac* was retreating toward this place. We had strict orders to act on the defensive and protect *Minnesota*. We had evidently finished *Merrimac*. As far as the *Minnesota* was concerned, our pilot-house was damaged and we had strict orders not to follow *Merrimac*. Therefore, after *Merrimac* had retreated, I went to *Minnesota* and stood by her until she was floated. This was the reason we did not sink *Merrimac*, and everyone here capable of judging says we acted exactly right.

The fight was over now, and we were victorious. My men and myself were black with smoke and powder; all of my underclothes were black and my person was in the same condition.

### 5

The Secretary of the Navy, Gustavus Fox, was on board *Minnesota*. As we ran alongside that ship, Secretary Fox hailed us and told us we had fought the greatest naval battle on record and behaved as gallantly as men could. He saw the whole fight.

When our noble Captain heard *Merrimac* had retreated, he said he was perfectly happy and willing to die, since he had saved *Minnesota*. Most fortunately for him his classmate and most intimate friend, Lieutenant Wise, saw the fight and was alongside immediately after the



engagement. He took him on board the ship *Baltimore* and carried him to Washington that night.

*Minnesota* was still aground and we stood by her until she floated, about 4 p.m. She grounded again shortly and we anchored for the night. I was now both captain and first lieutenant, and had not a soul to help me in the ship as Stodder was injured and Webber useless. I had been up so long, had had so little rest, and had been under such a state of excitement that my nervous system was completely run down. Every bone in my body ached; my limbs and joints were so sore that I could not stand. My nerves and muscles twitched as though electric shocks were continually passing through them, and my head ached as if it would burst.

At eight o'clock that night Tom Selfridge came on board and took command, and brought the following letter from Fox to me:

U.S. Steamer *Roanoke*  
Old Point, March 18th

MY DEAR MR. GREENE:

Under the extraordinary circumstances of the contest of yesterday and the responsibility devolving upon me and your extreme youth, I have suggested to Captain Marston to send on board *Monitor* as temporary commander, Lieutenant Selfridge, until the arrival of Commodore Goldsborough, which will be in a few days. I appreciate your position and you must appreciate mine, and serve with the same zeal and fidelity.

Most truly,

G. A. FOX

Of course I was a little taken aback at first, but on second thought I saw it was as it should be. You must recollect the tremendous responsibility resting upon this vessel. We literally hold all the property ashore and afloat in these regions, as the wooden vessels are useless

against *Merrimac*. At no time during the war, either in the Navy or Army, has any one position been so important as this vessel. You may think I am exaggerating somewhat because I am in *Monitor*, but the President, Secretary of the Navy, General Wool—all think the same, and have telegraphed to that effect, for us to be vigilant, etc., etc.

Under these circumstances it was perfectly right and proper for Mr. Fox to relieve me from the command, for you must recollect I had never performed any but midshipman's duty before this.

Selfridge was only in command two days until Lieutenant Jeffers arrived from Roanoke Island. Mr. Jeffers is everything desirable: talented, educated, energetic and experienced in battle.

Well, I believe I have about finished. Buttsy, my old roommate at the Naval Academy, was on board *Merrimac*. Little did we ever think we should be firing 150-pound shot at each other, but so goes the world.

Our pilot house is nearly completed. We have now solid oak, extending from three inches below the eye-holes in the pilot-house, to five feet out on the deck. This makes an angle of twenty-seven degrees from the horizontal. This is to be covered with three inches of iron. It looks exactly like a pyramid. We will now be invulnerable at every point.

From the battle the deepest indentation in our sides was four inches; in the tower it was two inches; and on the deck it was one-half an inch. No one was affected by the concussion in the tower, either by our own guns or the shots of the enemy.

This is a pretty long letter for me, for you recollect my writing abilities. With much love to you all, I remain,

Your affectionate son,

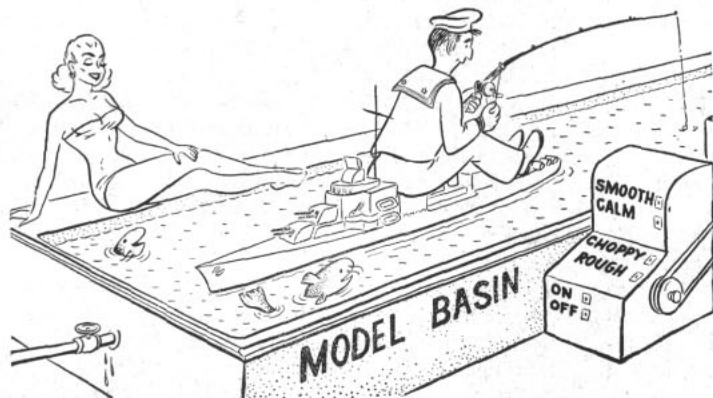
DANA.



# TAFFRAIL TALK

IF YOU read our piece on the David Taylor Model Basin (p. 2), you'll realize how many ship design problems are solved by testing ship models before actual construction starts. Our staff writer who wrote the piece tells this additional story:

"When engineers at the Model Basin found that a certain variety of green algae was creeping into their test basins and



dirtying up the water, they hit upon a novel solution: Import fish that will eat the algae.

"Consulting marine biologists, they found that goldfish and 'mud cats,' a variety of catfish, would do the trick. The green growths soon disappeared, leaving the water fresh and clean."

That solved, they soon ran into another problem: The fish died off from lack of sunlight, cut off by the huge roof over the basins. They can't cut holes in the roof or rig an artificial sun inside, so what do they do?

"New fish are imported every month," says our man with finality, "and while they live they eat well."

★ ★ ★

"The back cover of ALL HANDS for September 1950 is, in my estimation," says a letter from Captain R.S. Caldwell, USN, commanding officer of the Naval Ordnance Plant, Macon, Ga., "a most excellent medium for reminding personnel to keep confidential information to themselves."

At his request we sent several photographic enlargements of the original, which now are framed and posted about the plant.

★ ★ ★

Signs of the times on the USNS *David C. Shanks* (TAP 180), which carries dependents: "FOUND—one baby's cowboy boot. Claim same in chaplain's office." . . . "MOTHERS—perambulators will not be left unattended on deck." . . . "BARBER SHOP—Ladies shampoo from 0830 to 1130, by appointment."

★ ★ ★

A northern Virginia school has found of value the material we presented on defense against atomic attack. To instruct teachers, the school requested available information on the subject. One item supplied: the December 1950 issue of ALL HANDS.

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Mark one up for the cruiser USS *Toledo* (CA 133). A mine explodes after being destroyed by the cruiser's gunners off the coast of Korea. ➡



**MINE  
MARKSMEN**





**serving in the navy . . .**



**with pride and patriotism**